



Department of Planning and Community Development

MEMORANDUM

TO: Planning Commission

FROM: George W. Schanzenbacher, AICP, Director

DATE: May 1, 2014

SUBJECT: Materials for TUESDAY, May 6, 2014 meeting

The agenda for this month includes one new site plan review and updates on the Comprehensive Plan process. Please see agenda and materials. We will also be delivering a hardcopy of the site plan.

See you on May 6th. Please call with any questions at 520-9275.

Thanks.



**CITY OF COLONIAL HEIGHTS, VIRGINIA
MEETING OF THE PLANNING COMMISSION
Tuesday May 6, 2014**

AGENDA

- I. Call to Order: 7:00 p.m.**
- II. Roll Call/Determination of Quorum**
- III. Approval of Minutes of April 2014 regular meeting**
- IV. Approval of Agenda**
- V. Hearing of Citizens Generally**
- VI. Public Hearings**
- VII. Site Plan /Subdivision**
 - SP 14-2 Steak N Shake- Charles Dimmock Parkway at Jennick Drive
- VIII. Old Business**
- VIII. New Business**
 - 2014-2044 Comprehensive Plan – update on June 3, 2014 public hearing draft plan and community notice
- X. Reports**
 - Chairman –Mr. Townes
 - City Manager – Mr. Mattis
 - Assistant Director of Public Works - Mr. Copple
 - Director of Planning and Community Development–Mr. Schanzenbacher
 - City Attorney – Mr. Fisher
- XI. Adjournment.**

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CITY OF COLONIAL HEIGHTS, VIRGINIA
Minutes of the Regular Meeting
of the Planning Commission
Tuesday, April 1, 2014

I. Call to Order

Chairman Townes called the meeting to order at 7:00 p.m.

II. Roll Call/Determination of Quorum

Mr. Schanzenbacher, Director of Planning and Community Development, called the roll.

Present: Mr. Townes
Mrs. Hamilton
Mr. Hartson
Mrs. Schiff
Mr. Kollman
Mr. Kohan
Mr. Freeland

Mr. Schanzenbacher stated there was a quorum.

Also Present: City Manager Thomas L. Mattis, Planning Director George W. Schanzenbacher, Neighborhood Revitalization Planner Jamie Sherry, Assistant Director of Public Works Brian Copple and City Attorney Hugh Fisher.

III. Approval of Minutes of March 4, 2014

The minutes were approved on a roll call vote with no changes.

IV. Approval of Agenda

The agenda was approved with no changes.

V. Hearing of Citizens Generally

There were no citizens in the audience that wanted to be heard.

VI. Public Hearings

There were no public hearings.

VII. Site Plan/Subdivision

There were no site plans or subdivisions.

VIII. Old Business

There was no old business.

IX. New Business

2014-Comprehensive Plan -public meetings summary/recommendations- authorization for the staff to post the public hearing draft plan and schedule a public hearing.

Mr. Schanzenbacher stated that there were two items to discuss. First was to discuss the results of the Open House meetings. Secondly, to discuss with the Commission the next steps as we move toward a public hearing.

Ms. Sherry presented the comments received at the Open House meetings and any received after the meetings prior to the Planning Commission meeting. Ms. Sherry stated that 8 of the 14 comments had to do with the recommendation for limited mixed use for the area north of Edinborough Subdivision also known as Horuda Farms. She stated that concerns included:

- People bought their houses because this area was going to be developed for single family
- This proposal will bring down property values
- Mixed use includes apartments and commercial
- There is the fear of increased crime with apartments
- Lack of investment in the community by renters
- There are 20 year old waterlines in the area
- Traffic (most comments included traffic)
- Single family homes support local builders
- Fear of low income apartments
- Suggestions that area be designated as a park
- Schools are already overcrowded
- There are commercial vacancies in other parts of the City so don't need more commercial.

Mr. Fisher cautioned the Commission against restricting apartments in order to avoid the appearance of being exclusionary. After some additional discussion the Commission recommended that the wording of the plan be changed to include assurances for adjacent property owners to have some say in the development of the property and to add language about making the development compatible with the surrounding neighborhood. Additionally the Commission directed staff to clarify in the Land Use Chapter that mixed use can be a mixture of all, or some, of the proposed uses.

Mr. Schanzenbacher stated that since comments received thus far on the plan were mostly related to the Horuda farm mixed use recommendation and the Commission has given direction to staff on how to revise the draft plan, it seems reasonable to begin discussing a public hearing in June. This would give the community enough time to review the revised draft prior to a hearing in June.

Mr. Schanzenbacher stated that there were a several alternatives to the next steps in the process. The first alternative was for a mailing to be sent to each property in the City notifying them about the public hearing and letting them know where to find the draft plan. Mr. Schanzenbacher stated that there was some discussion at one of the public

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house meetings about letting the community know about the meetings and public hearing. He stated it is challenging since many people no longer get the newspaper and some do not have easy access to the internet. He stated a mailing would ensure everyone had the opportunity to view the document and to know about the hearing. He stated that this would be in addition to the state requirements for public hearings. The next alternative is to only advertise for the public hearing as required by the state. The last alternative was to not schedule the public hearing because the Commission did not feel the plan was ready. The Planning Commission voted unanimously on the first alternative, to send a mailing to all properties in the City.

2014 Five Year Capital Improvement Program

The City Manager stated that City Council develops two plans: for operation and capital projects. He said that he would be reviewing the draft Five Year Capital Improvement Program with the Planning Commission as is done each year. He stated that the Capital Plan encompasses a number of projects identified, but not yet funded. He stated that before City Council can formally consider it, the plan must be recommended by the Planning Commission. Mr. Mattis said that the plan does not authorize any funding, just identifies potential projects to fund.

He stated that many of the current road programs are receiving funds from the state to complete, for example Dupuy Avenue. He stated that these funds are only for projects above ground. As a result, the City will be funding some of the necessary underground projects with City funds to coordinate the effort. Mr. Mattis explained that the plan has projects identified along with a cost amount and a timing schedule. He stated that the plan attempts to prioritize the projects. He stated that once a project is completed, it moves out of the plan.

He then discussed several new projects with the Planning Commission. He stated that there were five projects scheduled to fund in 2014. These projects include: Dupuy Avenue, White Sands Court, two draining projects in the area of Bruce Avenue and the Hamilton Avenue widening. Mr. Mattis stated that Hamilton Avenue was previously identified, but it has become a priority as a result of the Kroger project.

Mr. Mattis then entertained questions from the Commission. Mr. Townes asked what parts of Temple Avenue would be widened. Mr. Mattis stated that it would be widened from Conduit to the City limits, but additional widening would occur as a result of the Temple Avenue roundabout.

Mr. Townes had a question about the proposed water tower. Mr. Mattis stated that the exact location was undetermined, but it was currently being considered for Temple Avenue.

Mrs. Schiff asked if there would be properties taken as a result of the widening of Hamilton Avenue. Mr. Mattis stated there would be some right-of-way acquired, but did not think there would be any houses taken.

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Mr. Mattis stated that the City would be repairing the dips on Temple Avenue. Mr. Copple added that it made sense because of the improvements and additional turn lane at Temple and Dimmock.

The Commission voted unanimously on a roll call vote to approve resolution 14-2.

X. Reports

There were no reports.

XI. Adjournment

Meeting adjourned at 8:30 p.m.

Respectfully,

George W. Schanzenbacher
Director, Department of Planning and Community Development

APPROVAL:

Charles E. Townes
Chairman

City of Colonial Heights Planning Commission- Tuesday, May 6, 2014

Location Map





SP-14-2 Steak N Shake Proposed Restaurant

The proposed plan is for the development of a 3,515 square foot, restaurant, on a 1.0 acre site located at the northeast corner of Charles Dimmock Parkway and Jennick Dr. (in front of former vacant Kia/Nissan automobile dealership).



Planning Review comments:

- This is a parcel of 1.0 acres
- Zoning category- GB- General Business District

- Permitted use-fast food restaurant
- Setbacks-
 - Building- OK (front 55'+-; side 100' and 85' and rear 40)
 - Parking lot
 - Front- min 10'-OK
- Parking-Minimum of 41 required, 43 provided- exceeds minimum code.
- Landscaping-
 - Buffer Yards-None required
 - Exterior Storage/Dumpster –Screening provided
 - Parking lots-perimeter area-Plantings shown on all sides
 - Interior –parking lot- All Islands landscaped
 - Tress along property lines- One tree required /320 sq. ft. of landscaped area. Need additional plantings along all property lines
 - Front setback landscaped-some landscaping shown-could be improved
 - Around buildings and structures-Minimum 5' Landscaped area adjacent to buildings shown-
- Building Height-Maximum Height in GB District -65' - Proposed 17' -OK
- Chesapeake Bay Resource Protection Area- NA
- Wetlands Protection District- NA
- Floodplain Overlay District -NA
- Trip generation-information –needs to be provided
- Signage-Shown on building –will need sign permit

Public Works review comments:

- **Summary:**

The following comments are for the Preliminary Plan only. We support this proposal subject to the condition that all technical issues listed below are resolved to the satisfaction of the Engineering Division. Detailed review by staff of the Engineering Division will be necessary before final construction plans can be approved.
- **Right of Way/Easements**
 - Utility Easements will be required as needed for connection to existing water, sanitary and storm sewer mains.
 - Additional right-of-way will be required for construction of sidewalk along Jennick.
 - Provide maintenance and access easements for the existing passive vent system on the site.
 - Utility and/or access easements will require an easement plat to be submitted by the Developer's engineer for review and approval by City Engineer.
- **Traffic Control/Signals/Markings:**
 - Stop/Yield signs will be required at all parking lot exits from site.
 - Handicapped signage and markings to be installed at all handicapped spaces.
- **Landscaping:**
 - Required per City ordinance.
- **Detention/Water Quality/Storm Water and Drainage:**
 - Post-developed runoff shall not exceed the Pre-developed runoff amount or provide on-site stormwater management system to meet this requirement.

- For Redevelopment of any site not currently served by a BMP shall achieve at least a 10% reduction of nonpoint source pollution in runoff compared to the existing runoff load from the site.
- VSMP Permit will be required as per DEQ should the amount of land disturbance be equal to or exceed a total of 1 acre.
- **Utilities:**
 - A separate water service tap/meter will be required should irrigation be added to this site.
 - The water tap should be connected to the existing 8" water main within Jennick Drive.
 - This site has been covered by a clay cap layer, which is not to be penetrated during the installation of utilities, drainage or any other phase of site construction. Should the clay cap be penetrated during the course of construction or found to be in conflict with any utilities or site grading, work shall be immediately stopped and the City Engineer notified.
 - A Methane monitoring system (passive vent system) exists on this property. All passive vents disturbed by the redevelopment of this property must be relocated and reconstructed as per DEQ regulations and standard construction details for these vents according to the landfill post closure agreement

Building Official review comments:

- No comments on site plan.

Fire Marshall review comments:

- Need to provide fire flow calculations in accordance with the IFC.
- Show fire hydrants to meet the IFC.
- No trees or land scape within 3 foot of any hydrant.
- Need to show turn radius into and out of the property per City requirements.
- Need documentation that Methane monitoring is or is not required inside the building.

Photos-Existing site area



Looking east from Charles dimmock Parkway toward former Kia Dealership



Looking south toward intersection of Jennick Dr and Charles Dimmock Parkway



Looking south from site to Charles Dimmock Parkway

Proposed Building Elevations



FRONT ELEVATION

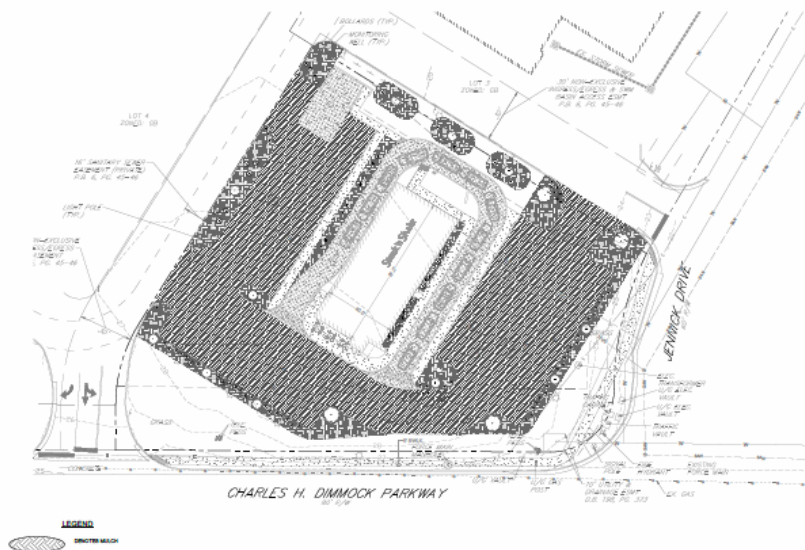


RIGHT ELEVATION


FITCH | DESIGN WORLDWIDE + 

STEAK 'N SHAKE - PROPOSED EXTERIOR ELEVATIONS - 3788 PROTOTYPE 3790 SF

1



SCALE 1"=20'

							
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CITY OF COLONIAL HEIGHTS DEPARTMENT OF PUBLIC WORKS ZONING DIVISION & LAND DEVELOPMENT DIVISION STEAK 'N SHAKE - COLONIAL HEIGHTS PRELIMINARY LANDSCAPE PLAN							
SHEET NO. 2 OF 2							



Department of Planning and Community Development

MEMORANDUM

TO: Planning Commission

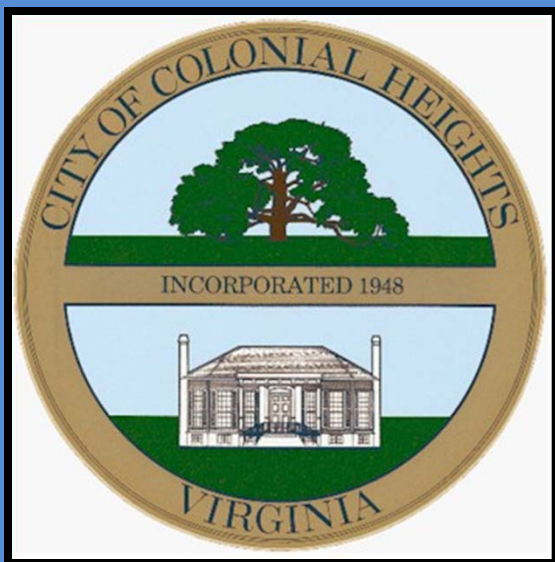
FROM: George W. Schanzenbacher, AICP, Director

DATE: May 1, 2014,

SUBJECT: May 1, 2014 Comprehensive Plan draft

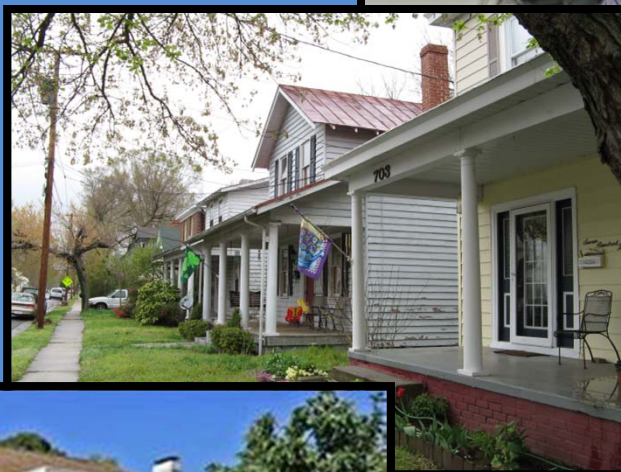
As part of the package please find the May 1, 2014 Comprehensive plan draft and the notice flyer. If there are any questions and or discussion needed prior to the June public hearing, I have included an agenda item for this.

Thanks.



City of Colonial Heights Comprehensive Plan 2044

MAY 2014 Draft



Acknowledgements

City Council Members

C. Scott Davis - Mayor
Diane H. Yates - Vice-Mayor
Milton E. Freeland, Jr.
Kenneth B. Frenier
W. Joe Green, Jr.
Gregory Kochuba
John T. Wood

Planning Commission

Charles E. Townes - Chairman
Milton E. Freeland, Jr. – Vice-Chairman
Mary Ann Hamilton
Mitchell Hartson
William Kollman
Rita C. Schiff
Carl J. Kohan, Jr.

Citizen Planning Committee

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R. L. Dunn
Betty Estes
Roger M. Green
Kathi Jo Harris-Temple
Frank Lundie
Wilbur "Rusty" Sirles
Cornelia "Connie" Temple-Thornton
William "Kirk" Thibault
Carolyn A Thompson
Nancy Vance

City Administration and Key Staff

Thomas L. Mattis, City Manager
George Schanzenbacher, AICP, Director of Planning and Community Development
Jamie Sherry, AICP, Neighborhood Revitalization Planner

Citizens of Colonial Heights

Thanks to the many citizens of the City of Colonial Heights who participated in this planning process and contributed to the development of this Comprehensive Plan. Without their support and vision, this Plan could not have been achieved.

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Chapter 1. Introduction and History

Purpose of a Comprehensive Plan

Virginia law requires all localities within the Commonwealth to prepare a comprehensive plan setting forth the government's long-range policies for general development.

A comprehensive plan is a long-range, community plan that covers a period of twenty to thirty years; however, many of the strategies contained within this plan may be targeted for implementation much sooner. A comprehensive plan considers a community's existing and future needs for housing, the economy, public facilities, environmental protection and transportation.

Planning Process

The existing comprehensive plan for the City of Colonial Heights is called the Master Plan. It provides a basis for decision making by the City Council and Planning Commission, as well as the City Manager and his administration, in daily operations. This plan was adopted in 1997, and although it has been amended through the years, it was in need of a comprehensive update.

In the spring of 2011, a City-wide Visioning Meeting was held in which attendees worked in groups to identify the strengths and weaknesses of the City. Additionally, in the summer of the same year, the City conducted a citizen survey.

During that summer, City Council, with the recommendation of the City's Planning Commission, appointed a Citizen Planning Committee to help guide the planning process. The committee was made up of neighborhood leaders from around the City, members of the business community, and civic organizations.

The Citizen Planning Committee reviewed the results of both the visioning meeting and the survey and, through a series of exercises, identified areas of community consensus that were ultimately used to articulate a Vision Statement for this plan.

Over a series of three years, this committee worked with City staff to examine existing conditions and demographic trends and met with department representatives. After careful consideration, the committee put forth this document.

In March 2014, the City of Colonial Heights hosted three open house workshops for residents to learn about and contribute to the comprehensive plan update process. At each open house, a brief presentation was given, and residents were able to come and go at any time to view the displays and talk to City staff. Comments received at these meetings were recorded as part of the public record and shared with the Planning Commission.

Prior to formal adoption, two public hearings will be held one by the City Planning Commission and one by City Council. In addition to meeting the Virginia requirements for a public hearing notice, the City will mail a flyer to each property in the City with the date of the Planning Commission public hearing along with a narrative about what encompasses a comprehensive plan.

History

Colonial Heights, located in southeastern Virginia and originally a part of Chesterfield County, became a town in 1926 and an incorporated city in 1948. Its current charter as a fully-independent city was granted in 1960. Colonial Heights' history goes back much further, however, as it was the site of significant battles during both the American Revolution and the Civil War.

The name Colonial Heights results from an incident during the American Revolutionary War. In 1781, the French troops of Lafayette, known as the Colonials, set up artillery on the heights overlooking the Appomattox River and Petersburg, where British forces were located. Legend indicates that an English soldier stationed in Petersburg, upon seeing Lafayette's troops across the river, exclaimed, "Look! There are the Colonials, up on the Heights!" Hence, the name Colonial Heights was born. The area came to be known as Colonial Heights and the name was given to a subdivision of the Oak Hill tract in 1906.

The earliest people to inhabit the area were members of the Algonquin Indian tribe, who apparently roamed along the Appomattox River. Several areas in present day Colonial Heights still retain their Indian names.

British colonists first settled in the area in 1620, approximately two weeks prior to the settlement of Plymouth, Massachusetts. A small group sailed up the Appomattox River looking for clear land, and they finally settled in Conjuror's Field, an area named by the Indians after one of their magicians who was thought to have cast spells over the confluences of the waters. Shortly thereafter, Charles Magnor registered the first land patent in the area for 650 acres, which he later developed into a plantation before selling it in 1634.

Brick House

During the period 1677-1685, one of the area's historic landmarks was constructed with the building of the Brick House, now thought to be the oldest permanent structure in Colonial Heights. One wall of the house survived a disastrous fire in 1879.

Violet Bank

The first recorded settlement in Colonial Heights was by Thomas Shore. In 1775, he purchased 144 acres of land along the northern bank of the Appomattox River, across from Petersburg. There he built his mansion and called it Violet Bank.

Later, in 1864, during the Civil War, the mansion and grounds of Violet Bank became headquarters for General Robert E. Lee. Lee was camped at Violet Bank from June through September of 1864 during the siege of Petersburg.

Today, Violet Bank, owned by the City of Colonial Heights, serves as a Civil War museum and is a registered Virginia Historic Landmark

Regional Setting

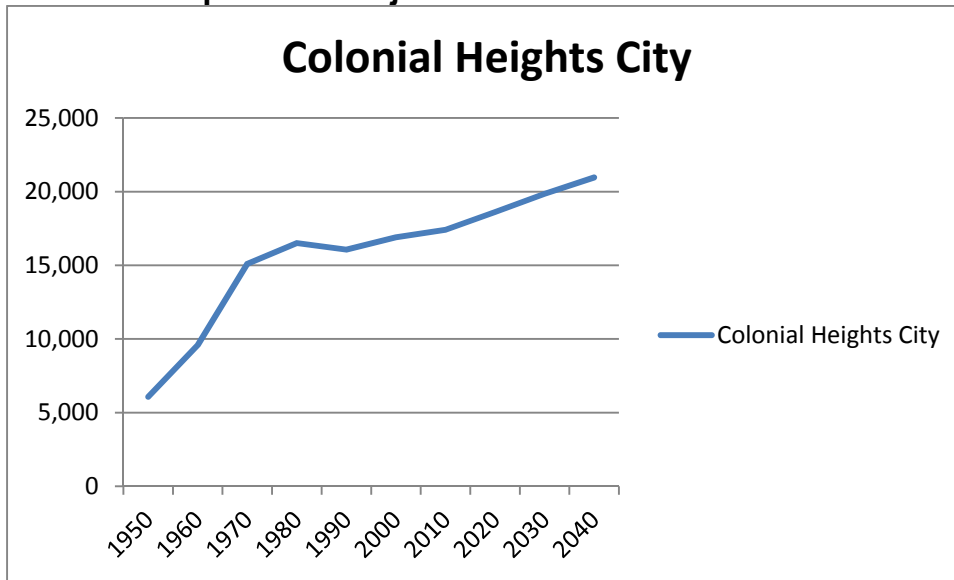
The City of Colonial Heights is located 20 miles south of Richmond, Virginia's state capital, and 120 miles south of the nation's capital. The City of Petersburg lies directly across the Appomattox River. Colonial Heights is located where the Tidewater plain meets the Piedmont plateau. The City is bordered to the south by Petersburg, to the east by the Appomattox River, and by Chesterfield County to the north. Colonial Heights has a land area of 8.15 square miles or 5,216 acres. Altitudes range from sea level to about 95 feet. Mean temperature is about 40 degrees Fahrenheit in January and 78 degrees Fahrenheit in July. The annual precipitation is about 40 inches.

The City's location, as part of the Richmond Metropolitan Statistical Area, provides the City with access to the area's dynamic business complex. In addition to serving as a manufacturing, distribution, and trade center, Richmond is also the financial center of the Mid-Atlantic region. Government is a major employer in the immediate Tri-Cities area (Colonial Heights, Petersburg, and Hopewell) with its proximity to Fort Lee. The City is also the site of a regional shopping mall, Southpark, which opened in the spring of 1989.

Community Profile Demographics

Colonial Heights is a small, independent city of approximately 17,411. Most of the eight square miles of Colonial Heights is developed into a mix of residential and neighborhood level business uses, with the exception of the Southpark Mall, a regional commercial district on the east side of Interstate 95. Colonial Heights is included as part of the Richmond Metropolitan Statistical Area (MSA). Nearby Ft. Lee is an active duty, multi-services training facility that creates significant impact on the local economy.

Exhibit 1: Population Projections



Source: U.S. Census Bureau and Weldon Cooper Center for Public Service

Population

The City of Colonial Heights has experienced continued growth for more than 50 years. The most significant growth period for the City was between 1950 and 1960. This was due, in part, to the 1954 and 1957 annexations. The City continued to grow at a relatively fast pace until the 1980s when the population stabilized. With the exception of a slight decrease in population in the 1990s, the City's population has continued to grow, although at a slightly slower pace. It is estimated that the City will continue to grow over the next 30 years.

Exhibit 2: Population Projections

	Colonial Heights City	% Change
1950	6,077	
1960	9,587	58
1970	15,097	57
1980	16,509	9
1990	16,064	-3
2000	16,897	5
2010	17,411	3
2020	18,620	7
2030	19,855	7
2040	20,960	6

Source: U.S. Census Bureau and Weldon Cooper Center for Public Service

Population and Race

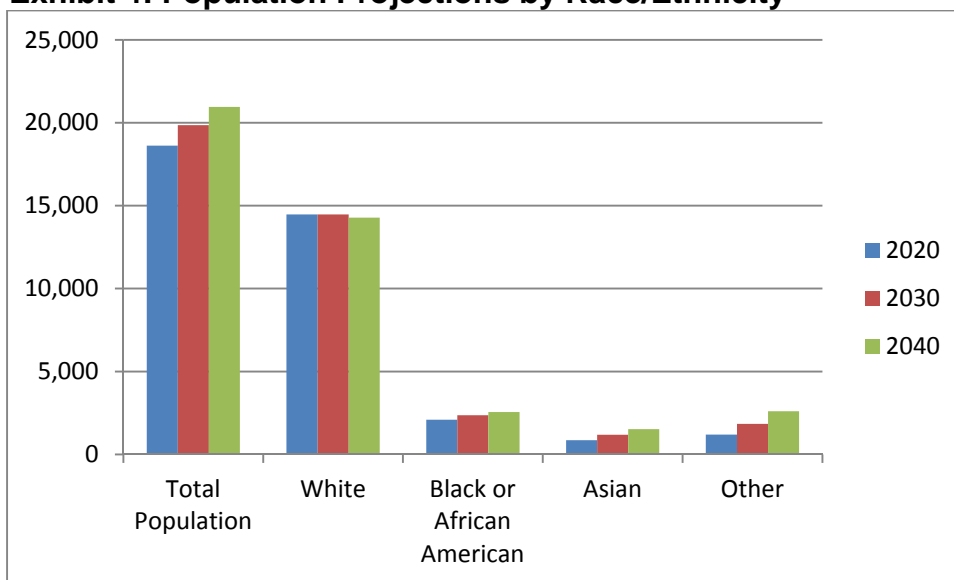
When looking at population and race between 2000 and 2010, the City's population has increased slightly and the racial makeup of the city has become slightly more diverse. The white population experienced a 7% decrease between 2000 and 2010. The African American population increased 6% and the Asian population 2%. The Hispanic population, although increasing in numbers, remained at 2% of the total population.

Exhibit 3: Population and Race

	2000 Total	2000 Percent	2010 Total	2010 Percent
TOTAL POPULATION	16,897	100	17,411	100
White	15,052	89	14,326	82
Black or African American	1,059	6	1,783	10
Asian	459	3	578	3
Other	327	2	724	4
Total Hispanic or Latino	274	2	374	2

Source: U.S. Census Bureau

Exhibit 4: Population Projections by Race/Ethnicity



Source: Weldon Cooper Center for Public Service

The City is expected to become more racially diverse over the next thirty years. The African American population is expected to increase from 783 people in 2010 to 2,557 in 2040. This is a 226% change. The Asian population is estimated to increase from 578 in 2010 to 1,523 in 2040, or a 163% change. This is not a trend that is exclusive to Colonial Heights; according to the U.S. Census Bureau, it is estimated that by 2060 the non-Hispanic white population is projected to peak in 2024, at 199.6 million, up from

197.8 million in 2012. Unlike other race or ethnic groups, however, its population is projected to slowly decrease, falling by nearly 20.6 million from 2024 to 2060.

Meanwhile, the Hispanic population would more than double, from 53.3 million in 2012 to 128.8 million in 2060. Consequently, by the end of the period, nearly one in three U.S. residents would be Hispanic, up from about one in six today.

The black population is expected to increase from 41.2 million to 61.8 million over the same period. Its share of the total population would rise slightly, from 13.1% in 2012 to 14.7% in 2060.

The Asian population is projected to more than double, from 15.9 million in 2012 to 34.4 million in 2060, with its share of the nation's total population climbing from 5.1% to 8.2% in the same period.

Exhibit 5: Population Projections by Race/Ethnicity

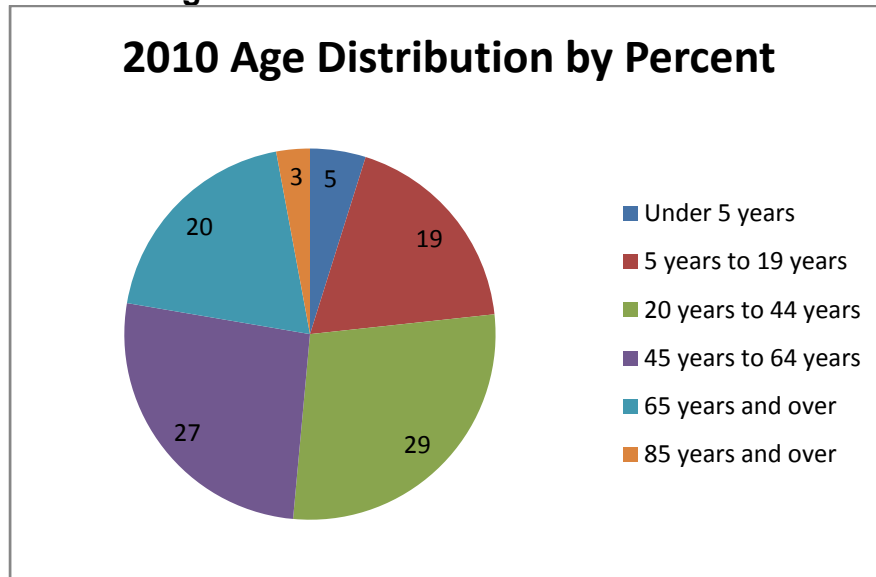
		2020	2030	2040
Total Population		18,620	19,855	20,960
Race				
	White	14,473	14,471	14,275
	Black or African American	2,093	2,361	2,557
	Asian	858	1,184	1,523
	Other	1,197	1,839	2,606
Ethnicity				
	Not Hispanic or Latino of any race	17,349	17,776	17,945
	Hispanic or Latino of any race	1,271	2,079	3,015

Source: Weldon Cooper Center for Public Service

Age Distribution

As is the trend nationally with baby-boomers reaching retirement age, the City's population is aging. Between 2000 and 2010, there has been an increase in every age group older than 45 years old. Notably, the number of people over 85 increased nearly two-fold between 2000 and 2010. This is perhaps due to the advances in medical sciences. Conversely, there has been a slight decrease in school aged children. The median age for the City has also increased.

Exhibit 6: Age Distribution



Source: U.S. Census Bureau

Gender

Between 2000 and 2010, the percentage of the female population has increased slightly. This is a national trend as women, for now, continue to live longer than men.

Exhibit 7: Gender

	2000 Total	2000 Percent	2010 Total	2010 Percent
	16,897	100	17,411	100
Male	7,901	47	8,062	46
Female	8,996	53	9,349	54

Source: U.S. Census Bureau

Poverty Level

According to an estimate done by the US Census Bureau, there was an increase in both families and individuals living below the poverty level. As the poverty levels in the City increase, social services will need to be added to assist this changing population.

Exhibit 8: Poverty Level

	2000 Total	2000 Percent	2006-2010 Estimated Percent
Families living below poverty level	161	3.4	4.2
Individuals living below poverty level	913	5.5	7.5

Source: U. S. Census Bureau 2000 Decennial Census and the 2006 American Community Survey

Chapter 2. Vision, Goals and Objectives

Vision for Colonial Heights' Future:

The foundation of this Plan is the community's vision for the future.

The City of Colonial Heights will be recognized as an exceptional place in which to live, work, and visit. Our community will cherish its safe neighborhoods, excellent schools, historic heritage and scenic, natural resources.

The economic health of the City will welcome innovation and investment and will create opportunities for all.

This Vision will be achieved with the unified actions of the citizens, government, businesses, and other interested organizations, working in partnership to fulfill the City's potential as a small community with big ideals.

In order to have a vision that was truly representative of the citizens, the visioning process included a number of outreach methods. A City-wide Visioning Meeting was held in the spring of 2011. Attendees worked in groups to identify the strengths and weaknesses of the City. Additionally, in the summer of 2011, the City put out a citizen survey.

The City's 22 member Citizen Planning Committee reviewed the results of both the visioning meeting and the survey and through a series of exercises, identified areas of community consensus. The following emerged as key themes to be articulated in the Vision Statement:

- Provide Quality Housing
- Preserve Historic Homes and Architecture
- Build Good Jobs
- Maintain Excellent Schools
- Capitalize on Water and Green Space.
- Maintain Quality City Services
- Create a Solid Infrastructure
- Improve Code Enforcement
- Make Neighborhoods and Public areas Bicycle and Pedestrian Friendly
- Enhance Quality of Life
- Create and Maintain a Sense of Community
- Build on the City's Good Reputation
- Revitalize Neighborhoods
- Create a Positive Neighborhood Identity
- Improve Traffic Flow
- Improve Commercial Areas
- Retain Small-town Feel
- Ensure Safety

This vision has been formulated in order to target future policies toward four fundamental principles:

- Community Character
- Quality of Life
- Economic Prosperity
- Sustainable Development

Goals

The following goals support the community's vision:

Community Character Goal:

Maintain and enhance the small-town character of Colonial Heights with strong, vibrant neighborhoods and great schools.

Quality of Life Goal:

Preserve a high degree of enjoyment and satisfaction that is experienced in everyday life.

Economic Prosperity Goal:

Provide for the economic well-being of the citizens and businesses of the City by promoting economic and business development that creates employment opportunities for all income levels.

Sustainable Development Goal:

Utilize the City's land uses, natural resources, public services and facilities to create a sustainable city where residents and businesses prosper now and in the future.

Plan Objectives

Community Character

Themes identified under this principle.

- Build on the City's Good Reputation
- Create and Maintain a Sense of Community
- Create a Positive Neighborhood Identity
- Preserve Historic Homes and Architecture
- Retain Small-town Feel
- Capitalize on Water and Green Space

Community Character Objectives:

1. Preserve Colonial Heights' small-town feel and character.
2. Enhance and preserve the significance of the City's neighborhoods.

3. Promote high-quality curb appeal that is inviting and of human scale.
4. Promote compatible land uses that protect and preserve the City's neighborhoods.
5. Promote and maintain the City's park system and natural environment.

Quality of Life

Themes identified under this principle.

- Make Neighborhoods and Public Areas Bicycle and Pedestrian Friendly
- Revitalize Neighborhoods
- Ensure Safety
- Improve Traffic
- Maintain Quality City Services
- Create a Solid Infrastructure
- Improve Code Enforcement

Quality of Life Objectives

1. Provide citizens with a network of safe streets, bikeways and walkways that connect neighborhoods with services.
2. Promote healthy and active lifestyles for City residents.
3. Improve housing and overall living conditions within the City's neighborhoods.
4. Provide for a variety of housing types for residents for all stages of life.
5. Promote homeownership throughout the City.
6. Ensure quality city services for all residents, and enhance and maintain all city owned property.
7. Increase public safety throughout the City.

Economic Prosperity

Themes identified under this principle.

- Build Good Jobs
- Provide Quality Housing
- Maintain Excellent Schools
- Improve Commercial Areas
- Preserve Historic Homes and Architecture
- Create a Solid Infrastructure
- Capitalize on Water and Green Space

Economic Prosperity Objectives

1. Increase employment opportunities in the City.
2. Ensure academic achievement for school-aged children living in the City.
3. Improve the physical appearance and capacity of City businesses.
4. Generate and sustain successful small businesses.
5. Redevelop the mall area to spur economic development.
6. Diversify the economic base.
7. Improve the overall condition of infrastructure in the City.
8. Improve and maintain the City's housing stock.

Sustainable Development

Themes identified under this principle.

- Preserve Historic Homes and Architecture
- Improve Commercial Areas
- Create a Solid Infrastructure
- Revitalize Neighborhoods
- Maintain Quality City Services

Sustainable Development Objectives

1. Promote the revitalization and sustainability of the City's neighborhoods.
2. Strengthen and promote the City's commercial areas.
3. Promote a high level of quality and efficiency in new construction.
4. Welcome new residents without diminishing the values and lifestyles of its current residents.
5. Recognize the importance of the natural environment and protect it through sound planning practices.
6. Preserve the City's historic character and cultural resources.
7. Promote the effectiveness of public services and facilities.

Chapter 3. Land Use

Existing Land Use








The predominant land use patterns in Colonial Heights are well-established and have been for the most part, in place over the last thirty years. Although some changes have occurred, the basic land use patterns in the City have not changed since adoption of the 1997 Comprehensive Plan.

The following describe the existing land use patterns in the City:

- The City is almost completely developed, with limited opportunities for new development. Opportunity exists for limited infill development city-wide.
- Most commercial areas are located along transportation corridors. The Boulevard (U.S. Route 1/301) provides goods and services for City residents and surrounding communities. Commercial uses along Temple and Ellerslie Avenues provide convenient goods and services that mostly serve adjacent neighborhoods. The Southpark Mall area provides goods and services to the City as well as the region.
- Residential uses occupy more land area in the City than any other type of use and, for the most part, consist of single-family homes. Duplexes, townhomes and apartment complexes are also located on a limited basis throughout the City.
- Industrial uses are located along Ellerslie Avenue adjacent to the Seaboard Coastline Right of Way and along Interstate 95, south of Conduit Road. Most land in these areas is used for more intense commercial uses rather than traditional industrial uses.
- There are significant public open spaces throughout the City in the form of parks and public school grounds, in addition to large undeveloped land along the Appomattox River and Swift Creek.
- Institutional uses are scattered throughout the City, mostly consisting of churches and property owned by civic organizations.



Map 1

 Residential - Single Family
  Commercial
  Vacant
 Residential - Two Family/Attached
  Institutional/Semi-public
 Residential - Multi Family
  Public

The Land Use Plan

The following are factors influencing the concepts and strategies contained in the Land Use Plan:

- Land use patterns are generally well established, and there is minimal need for significant land use changes.
- There is limited vacant land available for development within the City.
- There is a need to provide additional opportunities for the development of new housing units; particularly housing that meets the need of the growing elderly population.
- Additional economic development opportunities need to be provided.
- The southern part of the Boulevard (U.S. Route 1/301) can benefit from coordinated revitalization efforts to complement the substantial public investments made along the Boulevard and Dupuy Avenue.
- The need to minimize land use conflicts that exist between residential and non-residential uses.
- There is minimal need for additional public facilities; however, there may be need for additional public parks and open spaces in specific sections of the City that are currently underserved.

Land Use Classifications

The land use classifications shown on the Land Use Plan (Map 2) include the following land use categories and descriptions.

Residential

Low Density Single-Family -The primary use in the Low Density Single-Family classification is single-family detached dwellings at densities up to five units per acre. This category includes residential support uses such as schools, places of worship, neighborhood parks and recreation facilities, and limited public and semi-public uses. The zoning district that would accommodate this land use category is RL (Residential Low).

Medium Density Single-Family - The primary use in the Medium Density Single-Family classification is for single-family, two-family dwellings and townhomes, at densities up to 8 units per acre. This category includes residential support uses such as schools, places of worship, neighborhood parks and recreation facilities, and limited public and semi-public uses. The zoning district that would accommodate this land use category is RM (Residential Medium).

Multi-Family - The primary use in the Multi-Family classification is for multi-family dwellings at densities of 12 units per acre. This category includes apartments and residential support uses such as schools, places of worship, neighborhood parks and recreation facilities, and limited public and semi-public uses. The zoning district that would accommodate this land use category is RH (Residential High).

Mixed Use

The primary use in the Mixed Use classification may include a combination of some, or all, of the following uses: office, retail, personal service, general commercial and service uses and, in some cases, multi-family residential and dwelling units above ground floor commercial. All of the uses identified as possible mixed use are not appropriate for all mixed use areas identified in this plan. Each area identified as mixed use in this plan has specific policy recommendations unique to that designation. Densities in this district can be higher than allowed in the multi-family category. Generally, such areas consist of a mix of several types of uses designed and arranged to be compatible with one another and to be developed as part of an overall plan for the site. The mix of uses and predominant land use character may vary considerably by location and are to be considered on a case by case basis. The zoning district that would accommodate this land use category is PUD (Planned Unit Development).

Transitional Office

The primary use in the Transitional Office classification are low-to-medium intensity professional, business and administrative offices, and medical and dental clinics that are compatible with adjacent residential uses and serve as separation between residential areas and nearby commercial or other higher intensity land uses or features. The scale and intensity of such office uses may vary depending on the density and type of residential uses they are intended to buffer. The zoning district that would accommodate this land use category is RO (Residential Office) and PUD (Planned Unit Development).

Commercial

Community Commercial - The primary uses in the Community Commercial classification include office, retail, personal service and other commercial and service uses, intended to provide the shopping and service needs of residents of a number of nearby neighborhoods and other City residents. This category includes a range of uses with vehicular access and orientation, but that are also compatible with nearby residential areas. The zoning district that would accommodate this land use category is BB (Boulevard Business) and in some instances GB (General Business).

General Commercial - The primary uses in the General Commercial classification include a broad range of office, retail, general commercial, wholesale and service uses, typically located along major transportation corridors and serving large portions of the City, the region or the traveling public. Land uses in this category are typically of larger scale and intensity than Community Commercial uses and may not always be highly

compatible with residential areas. The zoning district that would accommodate this land use category is GB (General Business).

Industrial

The primary uses in the Industrial classification include a variety of manufacturing, processing, research and development, warehousing, distribution, office-warehouse and larger commercial service uses. Office, retail and other uses that complement industrial areas are permitted. The zoning district that would accommodate this land use category is I (Industrial).

Public and Open Space

The primary uses in the Public and Open Space classification include publicly owned parks and recreation areas, open spaces, schools, libraries, and other government and public service facilities. Also included are environmentally sensitive areas and scenic areas where urban development should not occur. This land use category may be accommodated by any zoning classification.

Institutional/Civic

The primary uses in the Institutional/Civic classification include institutional uses, such as places of worship, private schools, hospitals, colleges and universities, and civic buildings. This land use category will be dependent on specific zoning district permitted uses.

Relationship between Surrounding Localities and Plans

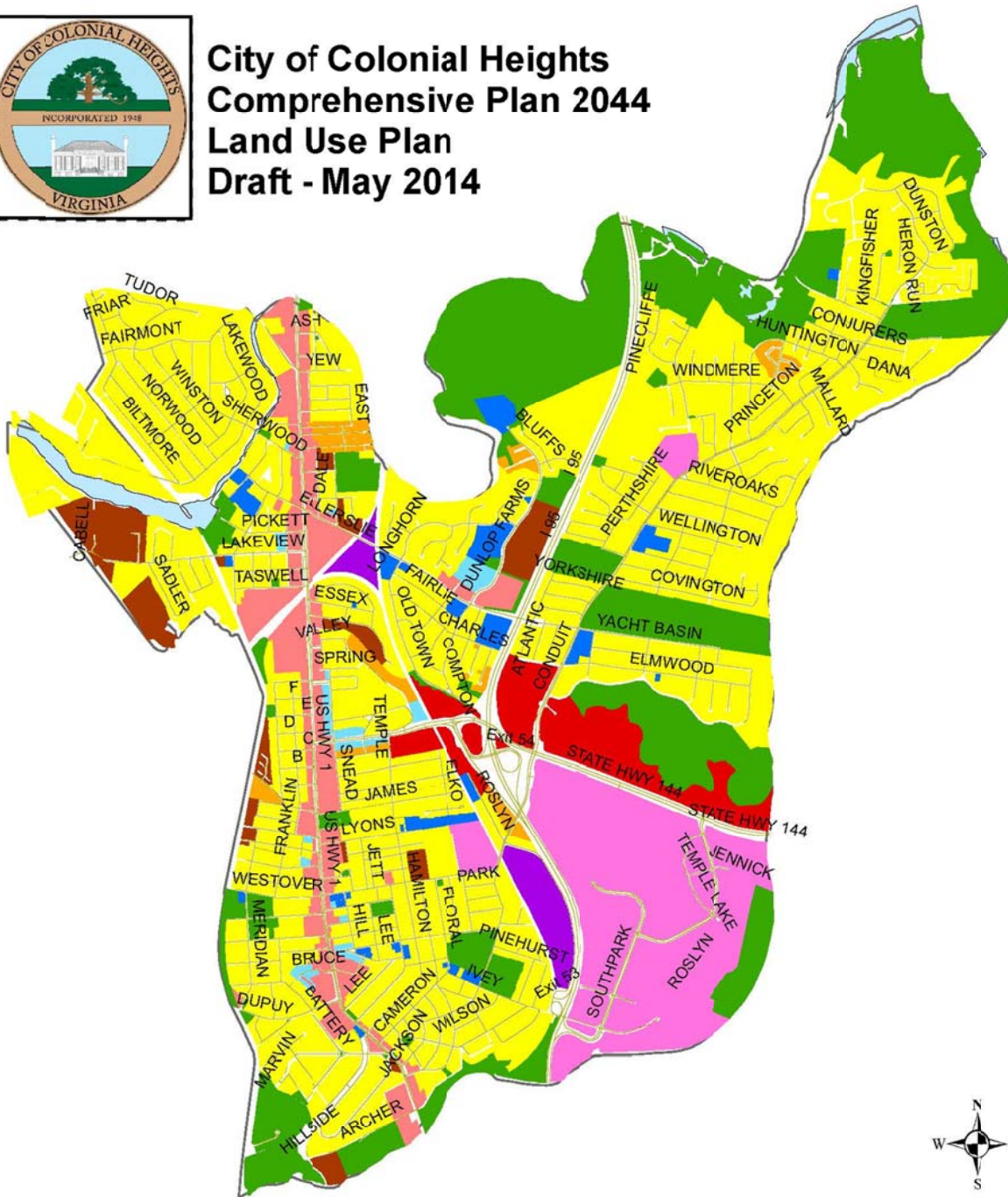
During the planning process, City staff met with representatives from surrounding localities and reviewed area comprehensive and small area plans to ensure consistency with the City's Comprehensive plan and other planning efforts. Coordinated efforts also included Fort Lee, which, simultaneously, was engaged in a Joint Land Use Study. This study identified locations where land use conflicts between the civilian population and the military installation are presently occurring or are likely to take place in the future.

Relation of Land Use Categories to Zoning Ordinance and Map

The land use categories in this plan are similar to the zoning classifications contained in the City's zoning ordinance. The land use categories are intended to be more general than zoning classifications. Included in the description of each land use category is the zoning classifications contained in the current zoning ordinance that would typically approximate the land use category. The Land Use Plan map is a general guide for future zoning, but is not intended to coincide exactly with either the current or future zoning classification of properties.



City of Colonial Heights Comprehensive Plan 2044 Land Use Plan Draft - May 2014



Map 2

■ Civic/Institutional	■ Industrial	■ Mixed Use	■ Transitional Office
■ Community Commercial	■ Low Density Single-Family	■ Multi-Family	
■ General Commercial	■ Medium Density Single-Family	■ Public and Open Space	

The following Land Use Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Where possible, incorporate transitional land uses between higher activity uses, such as commercial, to lower activity uses such as single-family neighborhoods with less intense commercial or higher density residential uses. (CC-4)
- Create regulations to minimize conflicts between residential and commercial land uses. Consider reinstating and expanding the Boulevard grant program to include funding to provide buffer and improve the visibility from the neighborhood. (CC-4)
- Unless assurances are made to limit noise, hours of operation and visual clutter, to protect area residents, limit commercial activity to areas designated for commercial use. (CC-4)
- Consider the impact on historic resources that have been surveyed and documented when reviewing land-use decisions, such as rezoning, site plan review and subdivision requests. (SD-6)
- Create a mixture of recreational, commercial and residential along the river as recommended in the Appomattox River Corridor Plan. (EP-1, SD-5)
- Form a task force of Southpark Mall area business owners/managers, including Mall management and City staff to identify ways to improve and redevelop the commercial area to include new land use options, such as mixed use; apartments styled to attract young adults, senior housing and offices for areas around, and including, Southpark Mall. This area is identified as a Mixed use Area on the Land Use Plan (Map 2). (EP-5, EP-6)
- Create a mixture of higher density residential uses at the 12 acre parcel located on Conduit Road, north of the Edinborough subdivision, also known as the Horuda Farm property, and shown as mixed use on the Land Use Plan (Map 2) to include townhouses and single family homes. Development of this property must be done as part of a plan for the entire property and must complement the adjacent neighborhood. Additionally, the community must play a role in the design and use of the property. (QL-4)
- Create a mixture of uses to include higher density residential, such as townhouses and apartments, for seniors with limited office and neighborhood commercial at the 20+ acre parcel located on the northwest corner of E. Westover and Conduit Road shown on the Land Use Plan (Map 2). Development of this property must be done as part of a plan for the entire property and must complement the adjacent neighborhood. Additionally, the community must play a role in the design and use of the property. (QL-4)

- Work with surrounding counties, cities, Fort Lee, and other agencies when considering planning activities to ensure smart, economic land use and transportation actions. (EP-1)
- Support the recommendations and implementation strategies of the Fort Lee Land Use Study.

Chapter 4. Neighborhoods and Housing

Housing is a basic need of all citizens. Housing is extremely important to the quality of people's lives, their self-esteem, and socio-economic attitudes. Housing often dictates where people work, shop, attend school, socialize, and worship. Also, the quality of housing in the community mirrors its economic stability and social values.

The following recognize the need for decent and affordable housing, the preservation of residential neighborhoods, and improved opportunities for homeownership.

Characteristics of Neighborhoods and Housing

Single-family residential homes are the prevailing land use in Colonial Heights. The City has a wide variety of architectural styles that would appeal to a population seeking both older homes and newer homes at affordable prices.

Housing Stock

About 10% of City housing predates 1940; about 80% of housing predates 1978. Only a small percentage of housing has been built in the last decade. Most of the newer development is infill housing, or multifamily. Conjurer's Neck has seen growth. Most of these are larger-lot, higher end homes.

Exhibit 9: Housing Units

	2000 Total	2000 Percent	2010 Total	2010 Percent
TOTAL HOUSING UNITS	7,340	100	7,831	100
Occupied housing units	7,027	96	7,275	93
Owner occupied	4,871	69	4,750	65
Renter occupied	2,156	31	2,525	35
Vacant housing units	313	4	556	7

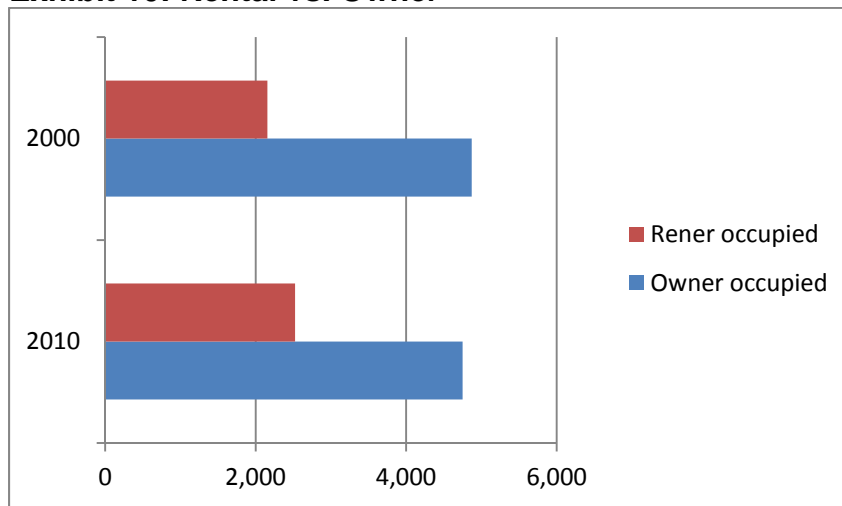
U. S. Census Bureau

Housing Units

Since the 2000 Census, the City had an increase of nearly 500 units. This is due to some single family development, but mostly because of the construction of a couple of multi-family housing units. Although there has been an increase in rental units, there was only an increase of 4%, from 31% of total occupied units in 2000 being rental to 35% in 2010.

Between 2000 and 2010, there was an increase in vacancy rate. Whereas in 2000, only 4% of the housing units were vacant; this increased to 7% in 2010 or an increase of 246 vacancies.

Exhibit 10: Rental vs. Owner



U. S. Census Bureau

Households

As for the change in types of households between 2000 and 2010, there was a decrease in family households. A family household is defined two or more people related by birth, marriage, or adoption residing in the same housing unit. Conversely, a nonfamily household is one that could be a roommate situation or an older individual living alone whose children have reached adulthood and moved out and their spouse has died. There has also been an increase of 144 female-headed households during the same period, which, for the most part, is a single mother household.

Exhibit 11: Households

	2000 Total	2000 Percent	2010 Total	2010 Percent
TOTAL HOUSEHOLDS	7,027	100	7,275	100
Household type				
Family households	4,720	67	4,682	64
Husband-wife family	3,534	75	3,282	70
Other family	1,186	25	1,400	30
Male household, no wife present	272	23	342	24
Female household, no husband present	914	77	1,058	76
Nonfamily households	2,307	33	2,593	36
Average Household Size	2.37	N/A	2.37	N/A

U.S. Census Bureau

Housing

Housing is a substantial concern in Colonial Heights. A crucial element to the success of housing programs is an overarching policy and strategy direction to guide program development and implementation. Housing is an important part of maintaining a high

quality of life and a powerful economic development tool to attract new residents and jobs.

It is well established that City residents are getting older and there is a need for senior housing in the City. There is also a need to attract younger adults and young families. Housing will play a major role in drawing these populations to the City. The Neighborhoods and Housing Opportunities Map identifies three mixed use areas that provide an opportunity to house seniors and young people. There is also a need to adapt the current housing stock in the City for young families.

Mall Area Mixed Use Center

As many residents reach retirement age and look for alternative housing, there is little opportunity for them to stay in the City. Providing senior-friendly apartments in the Mall area would provide an opportunity for residents to stay in the City and be close to shopping and services.

Additionally, this mixed use center is an opportunity to attract young adults. With the marriage age increasing and the impact of the recent recession, young people are putting off buying homes and are choosing to live closer to their jobs and entertainment. Mixed use developments allow them to live, work and play in one area. Attracting this population could benefit the City in the future, because these young people may choose to stay, purchase homes and start families in Colonial Heights.

Smaller Mixed Use Centers

As the needs for housing change, new, higher density residential is recommended by this plan to attract new residents and house the aging population. The Neighborhood and Housing Opportunities Map identifies two smaller mixed use areas.

Conduit at Westover

The intention is to provide alternative housing at this location as well as an opportunity for new neighborhood convenience services at the corner of Conduit Road and Westover Avenue. Offices and specialty markets could serve the needs of area residents without requiring a lot of parking or causing an increase of traffic.

Conduit at Horuda Farm

The area located to the north on Conduit Road north of the Edinborough subdivision, also known as the Horuda Farm property, is identified on the Neighborhoods and Housing Opportunities Map (Map3) and is meant to be strictly residential. This area is appropriate for townhouses and higher density single-family uses that might be appropriate for senior housing.

Development of both of the smaller mixed use centers must be done as part of a plan for the entire property and must complement the adjacent neighborhood. Additionally, the community must play a role in the design and use of the property.

Housing Pattern Book

Many local governments are using housing pattern books as a guide for creating, preserving, or reinforcing the distinctive architectural character of an area. These books can also provide guidance for retrofitting a house to accommodate certain needs such as a growing family or universal design that allows people to age in place.

Much of the City's housing stock does not offer the characteristics of a modern home such as family rooms, large kitchens or home office space. At the same time, the City's housing is very affordable; there are great schools and many services. A housing pattern book can offer ideas on how to turn a house in the City into one with modern conveniences without having to move. The housing pattern book may also be used as a tool to attract new homeowners. Unlike zoning and design guidelines, which are regulatory, a housing pattern book can be used as a guide for renovating, remodeling or updating a home.

Universal Design

Universal Design has not been adopted in the City, but is an important standard that helps to alleviate some of the problems that are being experienced by an aging populace. The concept of universal design is that homes are built in a way that accessibility and aging-in-place are possible in these homes. It means that from the beginning, homes are built with features that allow anyone to use and enjoy the home regardless of mobility.

ADA standards were designed to comply with the Americans with Disabilities Act and have become the gold standard for handicap accessibility and modifications. These guidelines are used in public and private spaces and should be used not only in buildings, but for sidewalks and parking lots as well as building approaches. These standards are required for public access to buildings of all kinds and should be accounted for in overall accessibility and housing planning.

Residential Tax Abatement Program

Residential tax abatement programs are designed to encourage property owners to make improvements to their property which benefits the overall housing stock and community. Residential tax abatement allows a homeowner to avoid paying taxes on their property for a certain period of time. These programs are regulated by state and local governments and property owners must meet certain criteria to qualify. The City had a residential tax abatement program, but it was eliminated in 2009.

Historic District Designation

Many of the City's neighborhoods are over or near 50 years old. Once a property or district is 50 years old, it is eligible to be listed on the National Registry of Historic Places and the Virginia Landmarks Registry.

The National Registry of Historic Places is the Nation's official list of historic properties. This list is administered by the National Park Services of the Department of the Interior.

Properties listed in the National Registry include districts, sites, buildings, structures, and objects that are significant in American history. The Virginia Department of Historic Resources is responsible for managing the Virginia Landmarks Registry, the state's official list of properties important to Virginia's history. State and federal tax credits are available for renovations that are done in accordance with these programs. Federal tax credits, however, are only available on revenue generating properties.

Both federal and state registration is considered an honor. It recognizes the historic value of a property or the neighborhood and encourages present and future owners to continue to exercise good stewardship. Residents can purchase placards with the district or property name and the year the property was built to place on their house.

National and state register listings do not place any restrictions on private property owners. Owners have no obligation to open their properties to the public, to restore them, or even to maintain them, if they choose not to do so. Under federal and state laws, private property owners can do anything they wish to their listed property, provided no federal or state license, permit or funding is involved.

Home Values

Home values rose regularly in most metropolitan areas around the country over the last couple of decades; however, beginning in 2007 housing prices began to slip nationally as a result of the housing market bubble and subsequent "Great Recession". For many, their home represents a large portion of their personal wealth and when it is threatened it has a real impact on future financial stability. In order to attract homebuyers to the City, stable property values are essential.

Housing Standards

Housing standards in the City are based on the Virginia uniform codes and City ordinances. The basis for housing construction standards in new and renovation projects are from the Virginia uniform building code which is derived from the International building code. The City code gives authority to a designated building official and inspectors to enforce these standards. The main codes used for housing enforcement by the City are the Virginia Uniform Building Code and the Virginia Uniform Maintenance Code.

Rental Inspection and Property Maintenance

Two special code enforcement programs are: the rental inspection program adopted by City ordinance and a City-wide property maintenance inspection program designed to reduce the number of infractions.

The Rental Inspection Program was established in 2007 by City Council. Its purpose is to address the compliance by landlords to the current Virginia Property Maintenance Code. The intent of the code is to make sure that the housing stock does not become unsafe, a public nuisance, and unfit for human habitation.

The City has recently revamped the property maintenance code enforcement program to be one that is proactive. The City is divided into inspection districts. Each district is assigned a property maintenance inspector who inspects the district 1-2 times a month. Since its inception, the number of violations has increased significantly. The intent of this program is to improve the appearance of the City and aid in revitalization efforts.

Neighborhoods

The Citizen Survey, done in accordance with the development of this plan, asked residents which neighborhood they lived in. Answers ranged from names of a subdivision, a planning district and geographic locations such as “near the high school”.

For study purposes, the City’s land area has been divided into 10 planning districts; Violet Bank-Flora Hill, Shepherd Stadium, Ellerslie, Westover Snead, Mt. Pleasant-Southpark, Ft. Clifton, Sherwood Hills, Toll House, Oak Hill, and Lakeview shown on the Neighborhoods and Housing Map (Map 3). These districts are based on the census geography in the City. The names come from historic and neighborhood characteristics; however, these designations are not necessarily based on strong neighborhood identities. The following are basic descriptions of each of these planning districts.

Oak Hill

The Oak Hill Planning District takes its name from Oak Hill, the most popular name for this area. The area is also widely known as Archer’s Hill. Oak Hill is also the name of a private residence (built c. 1825) on Carroll Avenue which is on the National Register of Historic Places. The Oak Hill District is bounded on the north by Dupuy and Bradsher Avenues, on the south by the Appomattox River, on the west by the Chesterfield County Line, and on the east by the Boulevard. The bordering properties with a Bradsher Avenue or Boulevard address, are included in this district. Dupuy Avenue addresses in the 100 and 200 blocks are also included. City assessment records show that aside from the property known as Oak Hill (built c. 1825), this area was developed from 1910 onwards.

Overall, the Oak Hill District has a sound housing stock and relatively low property maintenance violations. Issues identified for this area include aging infrastructure and drainage problems leading to flooding at Dupuy Ave. and Battery Place.

Violet Bank-Flora Hill

The Violet Bank-Flora Hill Planning District takes its name from the Violet Bank Museum (built c. 1800) and the Flora Hill neighborhood. The Violet Bank Museum is on the National Register of Historic Places. The areas are popularly known by both names. The Violet Bank-Flora Hill District is bounded on the north by Westover Avenue, on the south by the Appomattox River, on the west by the Boulevard, and on the east by the Seaboard Rail Road Line. The Violet Bank-Flora Hill planning district also includes the Chesterfield Highlands Historic District which is newly listed on the State and National Historic Registries. City assessment records show that this area was almost fully

developed from 1911 to 1940. Approximately 60% of the City's pre-1940 houses are located here.

Issues and concerns identified for this area include deteriorated building conditions, a high incidence of property maintenance violations, aging infrastructure, and concern regarding homeownership decrease in the area.

Shepherd Stadium

The Shepherd Stadium Planning District takes its name from the much beloved nearby Shepherd Stadium. It is popularly known as such. The Shepherd Stadium District is bounded on the north by the CSXT Railroad Right of Way, on the south by Bradsher and Dupuy Avenues, on the west by the Chesterfield County line, and on the east by the Boulevard. City assessment records show that most of this area was developed from 1914 to 1960. Approximately 15% of the City's pre-1940 houses are located here.

Issues and concerns identified for this area include deteriorated building conditions, a high incidence of property maintenance violations, aging infrastructure, and concern regarding homeownership decrease in the area; drainage problems leading to flooding at Wright Ave.

Westover-Snead

The Westover-Snead Planning District does not have a popularly identifiable name. Residents usually refer to their own individual streets and subdivision names when referring to their neighborhood. The name Westover-Snead references Westover Avenue, the district's southern boundary, and Snead Avenue, which runs north to south parallel to the Boulevard from James Avenue to Spring Drive. The Westover-Snead District is bounded on the north by Old Town Creek, on the south by East Westover Avenue, on the west by the Boulevard, and on the east by the Seaboard Coastline Right of Way. City assessment records show that the majority of this area was developed from 1940 to 1970.

Issues and concerns identified for this area include a high incidence of property maintenance violations, aging infrastructure, a high rate of vacancy and concern regarding homeownership decrease in area.

Lakeview

The Lakeview Planning District takes its name from Lakeview Avenue which runs across it from east to west. The neighborhood is popularly known as Lakeview. The Lakeview District is bounded on the north by Swift Creek Lake and Sherwood Drive, on the south by the CSXT Railroad Right of Way, on the west by the Chesterfield County line, and on the east by the Boulevard. City assessment records show that most of this area was developed between 1950 and 1960. The southeastern section of this district also experienced new residential single-family development from 2000 to 2004.

Issues and concerns identified for this area include a high incidence of property maintenance violations, aging infrastructure, and concern regarding homeownership

decrease in area and flooding at Cabel and Lakeview due to storm sewer and Sadler Avenue and Lundy when the creek floods.

Sherwood Hills

The Sherwood Hills Planning District takes its name from the subdivision which makes up most of the area. It is popularly called Sherwood Hills. The Sherwood Hills District is bounded on the north by the Chesterfield County line, on the south by Swift Creek Lake and Sherwood Drive, on the west by the Chesterfield County line, and on the east by Swift Creek and the Boulevard. City assessment records show that the majority of this area was developed in the 1960's.

Overall, the Sherwood Hills District has a sound housing stock, and although there has been a slight increase in property maintenance violations, is stable. Issues identified for this area include aging infrastructure and drainage problems.

Toll House

The Toll House Planning District does not have a popularly identifiable name. Residents usually refer to their own individual streets when referring to their neighborhood. The name Toll House references a toll gate which once stood on the Boulevard when the road was a turnpike. The Toll House District is bounded on the north by Swift Creek, on the south by Old Town Creek, on the west by the Boulevard, and on the east by Swift Creek and the CSXT Rail Road Right of Way.

Various apartment and multi-family dwellings are located between Ellerslie Avenue and the Boulevard. These account for the lower than average homeownership rate. Assessment records show that the majority of the residential properties were built in the 1960's.

Issues and concerns identified for this area include an increase in property maintenance violations, a high vacancy rate, and flooding at Newcastle.

Ellerslie

The Ellerslie Planning District is comprised of the Dunlop Farms area and the neighborhood directly to the south of it. The neighborhoods are divided by Ellerslie Avenue. The Ellerslie mansion (built c. 1856,) which is located within Dunlop Farms, is on the National Register of Historic Places. The Ellerslie District is bounded on the north by Swift Creek, on the south by Old Town Creek, on the east by Interstate 95, and on the west by the CSXT Rail Road Right of Way.

City assessment records show that the northern part of this district (Dunlop Farms PUD) was developed from 1982-2003. The southern portion was developed in sections from 1956 to 1983.

Issues and concerns identified for this area include a lack of neighborhood parks and flooding at Old Town Drive.

Fort Clifton

The Fort Clifton Planning District does not have a popularly identifiable name. Residents usually refer to their own individual streets and subdivision names when referring to their neighborhood. The name Fort Clifton references the Fort Clifton Archeological Site (c.1850) which is on the National Register of Historic Places. The Fort Clifton District is bounded on the north by Swift Creek, on the south by Ellerslie Avenue and Yacht Basin Drive, on the east by the Appomattox River, and on the west by Interstate 95. City assessment records show that with a couple of exceptions, the oldest homes date from 1960.

This district has sound building conditions and low property maintenance violations. Traffic access and noise from Interstate 95 are notable concerns in this district.

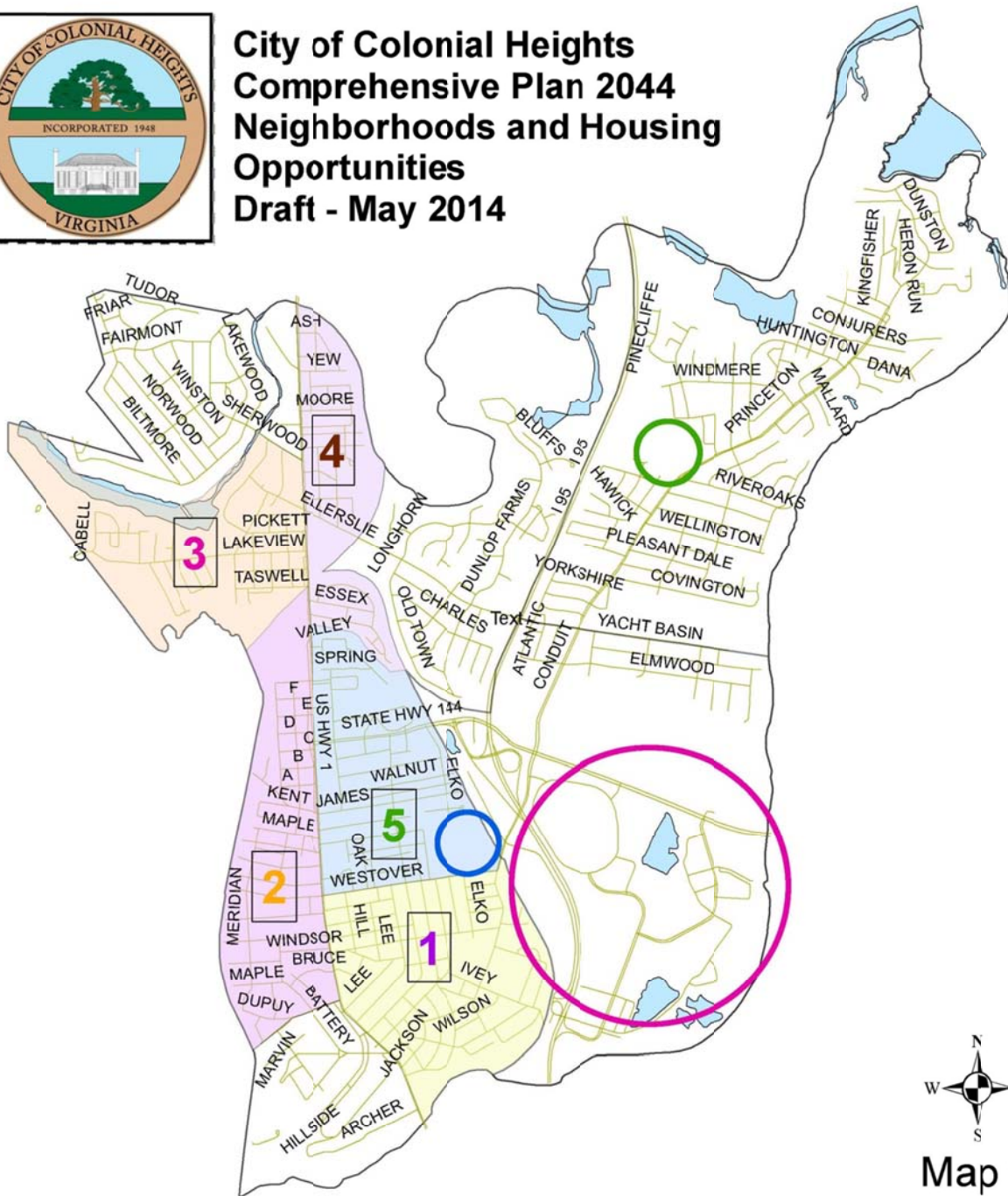
Mt. Pleasant –Southpark

The Mount Pleasant-Southpark Planning District combines the Mount Pleasant and Southpark areas. The areas are popularly referred to by both names. The Mount Pleasant-Southpark District is bounded on the north by Ellerslie Avenue, Yacht Basin Drive, and Old Town Creek, on the south and east by the Appomattox River, and on the west by Interstate 95 and the Seaboard Rail Road Line. City assessment records show that residential development in this area took place from 1960 to 2003.

Issues and concerns identified for this area include traffic, erosion and soil deposits along the Appomattox River, flooding on Conduit at Old Town Creek and a slight increase in property maintenance violations.



City of Colonial Heights Comprehensive Plan 2044 Neighborhoods and Housing Opportunities Draft - May 2014



Map 3

Revitalization Strategy Areas

- 1- Videt Bank-Flora Hill
- 2- Shepherd Stadium
- 3- Lakeview
- 4- Tol House
- 5- Westover - Snead



Mall Area Mixed Use Center

Smaller Mixed Use Centers



Conduit at Westover



Conduit at Horuda Farm

Revitalization Strategy Areas

This plan prioritizes 5 (five) revitalization strategy areas that have been identified for small area plans that will provide detailed revitalization strategies designed specifically for that strategy area.

The Revitalization Strategy Areas are identified on the Neighborhoods and Housing Map (Map 3) and are in order of priority below:

1. Violet Bank-Flora Hill Planning District
2. Shepherd Stadium Planning District
3. Lakeview Planning District
4. Toll House Planning District
5. Westover - Snead Planning District

Each Revitalization Strategy Area plan should include an analysis of the existing conditions, staff observation and community input and include strategies that focus on the following priorities.

1. Property Maintenance & Housing Rehabilitation
2. Historic Preservation, Urban Design & Neighborhood Identity
3. Homeownership
4. Infrastructure Improvements

Property Maintenance & Housing Rehabilitation

Improving property maintenance is one of the City's priorities. A more proactive approach includes regular inspections throughout the City along with educating citizens about the property maintenance ordinances.

Historic Preservation and Neighborhood Identity

Historic preservation is a proven community revitalization tool. The federal government recognizes the importance of preserving our heritage by providing monetary incentives and support for historic preservation purposes. Less tangibly, historic roots and identity help promote a sense of community pride often lacking in aging areas that are experiencing decay and disinvestment.

Homeownership

The Citizen Survey and the City-wide visioning session indicate that homeownership is priority to residents of the City. It encourages personal and financial investment in the community. Homeownership also provides opportunities for wealth-building by way of the accumulation of home equity and mortgage interest tax breaks.

Infrastructure Improvements

One of the most voiced community concerns is the aging infrastructure such as overhead wires, posts, broken streets and sewers. These issues are systematically handled by Public Works and Engineering Department. However, as they so directly affect our neighborhoods and revitalization efforts, a more active partnership with these departments and the Department of Planning and Community Development would aid public perception and be beneficial to all.

Land Use Conflicts

Boulevard/Neighborhood

The City's zoning ordinance does not allow the placement of commercial uses in a residential neighborhood without a zoning amendment that requires approval by City Council. Additionally, new commercial uses located next to residential zones are required to provide buffers and other development standards to protect the neighborhood. However, this has not always been the case. Over the years, the Boulevard business district has expanded into the surrounding residential area by either locating businesses or expanded existing businesses into the neighborhoods. As a result, businesses are located adjacent to residential uses without buffering or screening. .

Home Based Businesses

The City's zoning ordinance allows certain small-scaled commercial activities within residential dwellings. There are limitations on the amount of floor area used for the business as well as restrictions on altering the building. These types of businesses should not increase the volume of traffic in the neighborhood and, with the exception of limited signage, there should not be any visual indication that there is a business located in the home.

The following Neighborhood and Housing Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Allow for home based businesses that do not disrupt the normal life of a neighborhood. Such businesses must not allow for out-of-the-ordinary traffic or noise. (CC-4)
- Complete detailed area plans for each of the five (5) revitalization strategy areas in numeric priority identified in the Neighborhoods and Housing Plan (Map 3). (SD-1, QL-3)
- All new and infill housing should be built to blend into the fabric of the existing neighborhood to create a sense of place. (CC-3)
- Do not allow business areas to expand into neighborhoods. When there are conflicting land uses, create buffers to include landscaping and fencing that protect neighborhood uses. Additional protections should include limiting the hours of operation and restricting truck deliveries. (CC-4)
- Create regulations for existing conflicts between residential and commercial land uses that provide landscaping or fences to separate the two uses. Consider reinstating and expanding the Boulevard grant program to include funding to provide buffer and improve the visibility from the neighborhood. (CC-4)
- Allow for mixed use development to provide for a diversity of housing types to meet the needs of the young families as well as the City's aging population, including market rate and low to moderate income housing. (QL-4, SD-4)
- Construct senior apartments in mixed use areas so residents are close to services and shopping areas. Redevelop older, existing apartment buildings in the City for senior housing. (QL-4)
- Create a Housing Pattern Book to encourage redevelopment of the existing housing stock for modern family needs and the aging population while respecting the appearance and function of existing neighborhoods. (QL-4, EP-8)
- The City should support retrofitting existing houses and promoting universal design to allow for options for citizens to age in place. (QL-4, EP-8)
- Create a team of City employees from the Police, Fire, Engineering and Planning and Building Inspections Departments to focus on revitalization areas. (QL-3, EP-8, SD-1)

- Have quarterly neighborhood cleanups and periodically waive fees for trash removal. (SD-1)
- Encourage architecturally appropriate renovations and restorations of the City's historic resources and minimize the demolition of historic structures. Expand the City's Historic Resource District to include any Honorary Historic District that has been placed on State or National Register. (SD-6)
- Pursue honorary historic districts in neighborhoods 50 years or older to allow for tax credits and promote pride in neighborhoods. (QL-3, EP-8, SD-6)
- Encourage and assist property owners when renovating their historic structures by educating them about tax credits and developing a pattern book. (SD-6)
- Place historical markers at the entrance of all historic districts placed on the Virginia Landmarks Register and the National Register of Historic Places. (SD-6)
- The City should help create neighborhood associations in all parts of the City to help foster local identity and promote community activities to create relationships between residents. (SD-4, CC-2)
- Place additional signage at neighborhood entrances to welcome visitors and help create a sense of community for residents. (CC-2)
- The City should partner with local real estate agents to encourage the redevelopment of older houses by promoting a pattern book and residential tax abatement program. (QL-5)
- The City should partner with local real estate agents to promote homeownership by offering homeownership counseling, marketing the neighborhoods for families and promoting the school system. (CC-2)
- Reinststate the Residential Tax Abatement Program, and consider adjusting the threshold of investment so more homeowners can take advantage of this program for minor repairs and renovations. The amount of tax relief should be graduated, meaning the more the investment the larger the tax break.
- Provide other tax incentives to attract and encourage private investment in housing. (QL-3, EP-8)
- Efforts should be made to maintain and increase home values in the City by implementing revitalization efforts. (QL-3, QL-5)
- Strengthen code enforcement efforts on graffiti and litter. (SD-1)

Chapter 5. Community Character and Design

The City of Colonial Heights prides itself on its small-town character, although the physical appearance of the City is not what you would think of as a typical small-town. It is the sense of community that makes Colonial Heights feel like a traditional small-town.

A recurring theme that came out of the citizen survey and visioning session is the desire to preserve the small-town character of Colonial Heights. The small-town feel comes from having numerous tight-knit neighborhoods where people share common beliefs and experiences in addition to having all the necessary services located close to home.

A community's character can be a strong incentive to retain existing residents, attract new residents and businesses and substantially improve the quality of life. The policies in this chapter seek to preserve Colonial Heights' small-town character while making the most of its location off the interstate and prominence in the Tri-Cities area for providing goods and services.

Urban Design

Urban design can play an important role in making a community viable and the conditions for economic health and a good quality of life. Urban design can create living spaces with distinctive character, safe, walkable neighborhoods and public spaces.

It is important to consider the following urban design elements as the City changes over the next 30 years. This can be done in conjunction with new development or redevelopment, but it can also be implemented in existing areas in the City.

Street Design

Whether the neighborhood is historic, with homes closely situated to the street, the narrow travel lanes, and the sense of enclosure created by hundred year old trees, or a more spread out, suburban style neighborhood, street design features are an important element to create a residential street that is safe and welcoming. This design can force traffic to move slowly, allowing people to walk and bicycle through the neighborhoods and for children to play safely. Being walkable and safe helps give our neighborhoods a small-town feel by encouraging interaction among residents.

Sidewalks

According to community input, walkability is a priority for the City. Providing pedestrian connections can be achieved by sidewalk construction or via a trail system. Within a built environment like Colonial Heights, it is expected that a combination of both would be necessary to make the most use of the existing infrastructure.

Sidewalks assist people to get around by providing an alternative to walking in the street or driving in a car. Ideally, they link people to work, parks, schools, shopping areas, and home. Sidewalks can provide a safe place for exercise and for children to play, which subsequently encourages interaction between community members.

In order to have a walkable community, safe pedestrian crossings at major roadways should be constructed. Crosswalks should be constructed that are visible to both the pedestrian and the driver. This can be achieved by installing pavers to distinguish the crosswalk from the road.

Street Lighting

Proper street lighting is essential for creating a safe environment for both pedestrians and vehicles. Street level lighting, or light with fixtures that are closer to pedestrian height, can play the role of safety and help create an environment that is more welcoming to the pedestrian and can add ornamental design to an area.

Crime prevention through environmental design (CPTED)

Urban design also plays an important role in public safety. Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring crime through environmental design. CPTED strategies are based on preventing crime by creating a built environment that is not conducive for criminal behavior. Making sure landscaping does not provide screening for criminal activity is an example of CPTED strategies. Lighting is important in prevention because a person is less likely to commit a crime if they can be seen.

Signage

Signage, although important for promoting businesses and events, should not overshadow the landscape. Thought must be given to sign placement and size and design of the sign. A sign must be compatible with its surrounding, both the built and natural environment.

Citywide Sign Ordinance

In 2007, the City created a sign ordinance to address the concern of sign clutter, both with freestanding signs and signage on buildings. In addition, the ordinance began to regulate temporary signs that were increasing around the City.

A task force of local business leaders, government officials and other interested citizens working with the City's Planning Department developed the new proposed regulations. The task force met monthly for 16 months to develop the new proposal and ensure the new regulations would balance the needs of businesses addressing the sign clutter issue.

Wayfinding Sign Plan

In 2011, the City developed a Community Wayfinding Sign Plan to increase City revenue and to enhance the community image. Wayfinding signs are used to direct visitors to local sites of interest including city hall, the library, parks and public attractions in a unified manner.

The idea was to create revenue by promoting the Boulevard business corridor and to guide visitors to various economic activities within the City. In addition, the Wayfinding

signs remove the visual clutter by replacing the existing random placement of various signs with one sign.

The program helps beautify the City by organizing information using a consistent sign design. Additionally, these signs show route numbers, destinations, directions, distances, services, points of interest, or other geographical, recreational, or cultural information.

Trees

Most of the City's neighborhoods are lacking formal street trees, meaning there were no trees planted by the City or developer along the street or sidewalk when the neighborhood was established. However, as the City ages, many of the existing neighborhoods have developed tree canopies. Tree canopies are created when trees mature and their branches spread from house to house or across the street providing a shaded, enclosed environment. Unfortunately, as the neighborhoods age, trees are dying off and private owners are responsible for these trees; therefore, they are often not replaced.

Public Parks and Open Spaces

The City contains a number of parks, as well as a lot of undevelopable open space in the form of wetlands. Fort Clifton, Lakeview, Roslyn Landing and White Bank Landing parks serve all City residents and often regional visitors. White Bank Landing, Lakeview and Roslyn Landing offer boat access as well as green space that can be used for walking, jogging or passive sports. The City's neighborhood parks serve the residents who live within walking distance.

Publicly Owned Land

The City is responsible for maintaining many different forms of public land. In addition to maintaining all the landscaping at the City's public buildings and parks, the City maintains numerous pieces of right-of-way that exist throughout the City. Limited public funding often makes maintenance and new investments a challenge.

Neighborhoods

Neighborhood conditions and strategies for improvement are discussed in context to revitalization in the Neighborhood and Housing chapter of this plan. However, it should be noted that they play a major role in defining the character of this community. Neighborhood development in the City spans well over 100 years. The earliest neighborhoods were established in the early 1900s in the southern portion of the city and, more recently, neighborhoods have been established in the Conjurers Neck area. This development over a long period of time results in a variety of housing types and street design throughout the city and contributes to the character of each neighborhood and to the overall City.

Historic Districts

The City has one recognized State and National Historic District; and at the time of the writing of this document, was pursuing another. In order to be eligible for listing, a house or district must be at least 50 years old. There are a number of other

neighborhoods within the City that may be eligible for historic designation. Although it has been established that historic designation encourages revitalization and economic growth through the use of tax credits, it should be noted that listing on the State and National Registries is honorary; and the designation alone provides little to no architectural preservation protections.

Gateways and Image Corridors

Gateways and image corridors are areas that serve as entrances to or passageways through the City. Gateways and image corridors provide a snapshot of the City that potentially leaves a lasting impression on visitors and a passer-through. Potentially, Gateways should establish a "sense of place" when entering the City and provide a welcoming introduction to the City. Gateways provide an opportunity for well-designed signage to direct visitors around the City and promote local destinations. Gateways can be defined through signage, landscaping, and special design features.

Gateways

Gateways are located at intersections that enter the City. This plan identifies two types of gateways: Primary gateways, which are well traveled and often greet visitors from farther away than our adjacent communities. Secondary gateways more often serve as an entrance to the City from nearby communities.

For both types of gateways, visitors should immediately be greeted with a welcoming sense of entry to the City; because gateways provide the first and often only impressions of the community.

Careful planning for the boundaries between the City and our adjacent neighboring localities is needed. It is important to create an entrance to the city; however, there should be design coordination in street design and streetscape improvement whenever possible. The small-town feel of our community is affected by the design and uses on our boundaries and edges.

In 2011, the City developed a Way Finding Signage Plan. The plan proposed to have way finding signs installed at key entrances into the City where there were currently no welcome signs. The intent was to increase revenue, promoting both the Boulevard Business Corridor and to guide visitors to the City to various economic activities. These consistently designed signs aimed to enhance the community image by removing the visual sign clutter at these intersections.

Primary Gateways

Primary Gateways, in addition to being clean, welcoming and well landscaped, should provide visitors with way finding signs to help guide them easily to their destinations whether it be shopping or attending one of the many City parks or cultural events.

Secondary Gateways

Secondary gateways should provide a more cozy entrance with more subtle signage. Landscaping and streetscape design should promote the small-town feel that is so important to the citizens of this community.

Image Corridor

Our image corridors often provide an impression of Colonial Heights on travelers who may be just passing through the City. It may be the only opportunity to entice visitors to stop and invest in the City's businesses and attractions. Enhancement of gateways and image corridors can be done with landscaping, careful control over land use and design, and maintenance of public spaces.

Interstate Image Corridor

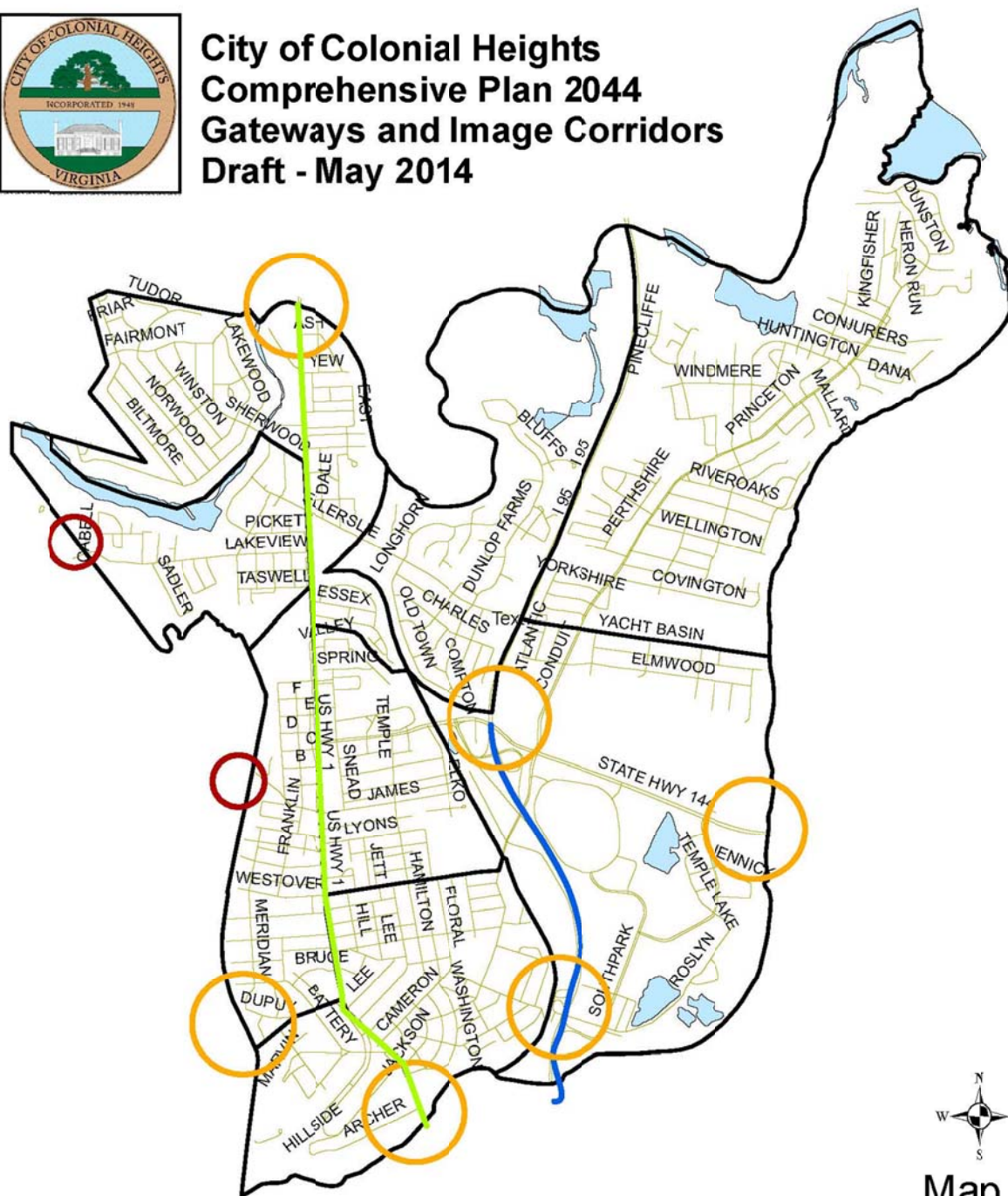
For many visitors, Interstate 95 provides the first and often only view of our City. This view includes many signs inviting people to stop and shop at our retail businesses, service stations and restaurants. Coordinated, attractive signage is important because it is often the only opportunity to grab the attention of the passersby and encourage them to visit the highway oriented businesses and Southpark Mall.

The interstate image corridor needs to be visually appealing to maintain its attraction to shoppers who have many regional malls and shopping areas to choose from in the Richmond market.

A City partnership with the business community to provide the landscaping along this corridor and signage directing visitors to shopping destinations should be considered as part of a long-term economic development strategy for the City.



City of Colonial Heights Comprehensive Plan 2044 Gateways and Image Corridors Draft - May 2014



Map 4

- | | |
|---|---|
|  Primary Gateway |  Interstate Image Corridor |
|  Secondary Gateway |  Image Corridor |

Boulevard Image Area

The Boulevard (Route 1/301) runs north and south through the City. Prior to the construction of Interstate 95, it was the primary north/south road for the entire east coast.

The Boulevard serves many commercial and service functions. Both public and semi-public buildings are located here, including the public safety building and the post office. The Boulevard is home to many locally owned restaurants and businesses, with some national fast-food chains and numerous professional offices. The Boulevard plays an important role in the community. One of the reasons the City feels like a small-town is because of the many local services provided on the Boulevard. Residents often know the merchants personally, which promotes loyalty from customers and vice versa.

Development of the Boulevard occurred prior to planning and design standards being put in place, resulting in a disorderly appearance. The development along the Boulevard is characterized by an array of building types and setbacks, access and parking issues, and limited landscaping. There is only intermittent pedestrian access, as much of the development in its early years was car oriented, serving the north/south traveler.

Boulevard Overlay District

In 2003 the City's zoning ordinance was amended to include the Boulevard Overlay District to encourage quality, compatible development along the Boulevard. The intent is to achieve a sense of order and unity along the corridor by regulating signage and requiring new businesses to provide streetscape improvements including landscaping, sidewalks and uniform lighting. The overlay district establishes six sub areas of the Boulevard: Chesterfield Approach, Commercial Center, The Valley, Main Street, Government Center, and Petersburg Approach. Each sub area is intended to match the design improvements to the type of services provided in that area.

Boulevard Modernization

The Boulevard Modernization Project is intended to provide improved traffic operations on the Boulevard from Lafayette Avenue to Westover Avenue. Benefits of the project include enhanced pedestrian movements, increased safety, and aesthetic appearance of the corridor. Reconstruction will also provide new auxiliary lanes and a better storm drain system among other improvements. The goal of this project is to improve this section of the Boulevard not only for driving, but also for shopping and walking. The project includes landscaping and ornamental lighting in the improved areas.

Boulevard Matching Grant Program

The Boulevard Revitalization Committee, made up of Boulevard business owners/managers, was formed in 2003 to help guide the implementation of the newly adopted Boulevard Design Guidelines. A matching grant program was developed to encourage Boulevard Business owners to reinvest in their business by undertaking improvements that would make the business more functional and/or attractive and lead to a stronger business climate.

The program had a return on investment of 4:1. Over a 5 year period, 71 grant funded projects were completed with a total investment of \$1,519,264. The City portion of this investment was \$326,974. There was a wide variety of improvement made as a result of this program. Funds were spent on landscaping, parking, roofing, painting, signage, windows, lighting, demolition, sidewalks and fencing.

Since the development of the Overlay District, the new sign regulation, the Boulevard Modernization and the Boulevard Grant Program, the overall appearance of the Boulevard has begun to transform for the better. There is less sign clutter, more landscaping, and façade improvements. Additionally, the installation of sidewalks as part of the Boulevard Modernization Program enhances the pedestrian experience.

The following Community Character and Design Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Create guidelines for the eight (8) gateway entrances to the City identified on the Gateway and Image Corridor Map (Map 4) that emphasize code enforcement, limit commercial sign clutter, add landscaping and add signage welcoming people to the City. (CC-1)
- Where possible, require a connection between adjacent developments, both residential and commercial, to avoid having to get into a car. (SD-2, QL-1)
- Create an overlay district to improve the visual image of the City south of Temple Avenue on Interstate 95 by minimizing sign clutter, adding landscaping and improving the appearance of backdoors of business facing the interstate. (SD-2)
- Support the efforts of the Boulevard Revitalization Steering Committee by reinstating the Boulevard Revitalization Program. (EP-3)
- Work with mall management and mall area businesses to promote safety by design, to include adequate lighting and sidewalks in all new development, and through education, encourage it in existing development. (EP-5)
- Public spaces should be created within neighborhoods and in commercial areas to encourage people to come together. Incorporate complete street concepts to include street trees, sidewalks, bikeways, landscaping, and lighting with all new development, redevelopment projects and transportation in the City when possible. (QL-2, EP-3, CC-1, SD-3, SD-2, CC-3)
- In parks and in those instances where there are street trees in the public right-of-way, a program should be developed for trees to be replaced when they are removed. (CC-5)

- In environmentally sensitive areas of the City, every effort should be made to ensure that a minimum number of trees be removed when new development takes place. Trees and other natural materials should be encouraged for stormwater management practices.(CC-5, SD-5)
- Create a City landscaping plan to identify priority planting locations and an implementation schedule. This should apply to gateways, medians, and public rights-of-way throughout the City. (CC-5)
- The City should increase the number of trees and plantings in public parks and in public areas throughout the City. (CC-5, SD-5)

Chapter 6. Economic Development

The City of Colonial Heights' economic prosperity goals, objectives and policies will help shape how the City will perform in the future. Economic prosperity policies determine where governmental funds will be spent and where development will be encouraged, as well as provide avenues for employment and revenue generation for its residents and a tax base for local government.

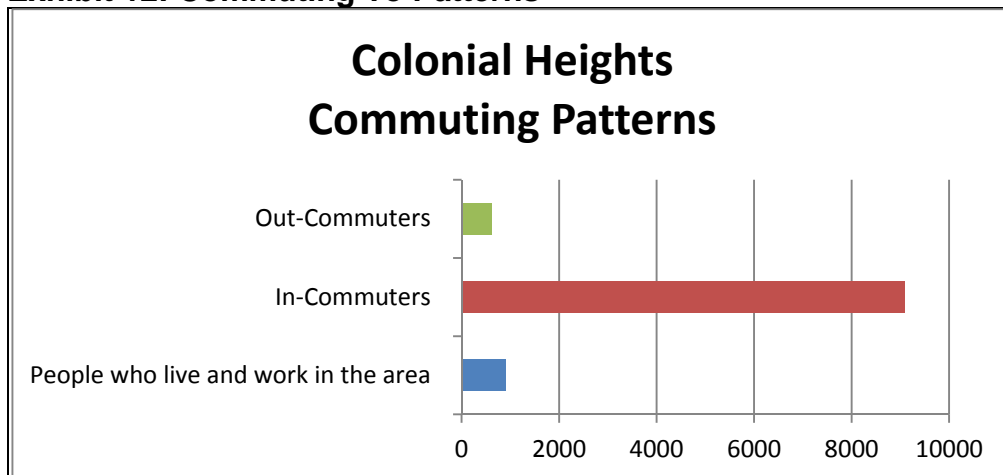
Current Economic Conditions

While the City's economy is strong by national standards, being prepared for the changes in economic markets is vital to long-term prosperity. Integrating community development activities with job training programs will assist in eradicating poverty and ensuring that all residents benefit from the City's strong economy. Understanding the existing economy and future trends is the first step in preparing for the future.

Commuting Patterns

According to the Virginia Employment Commission, a majority of residents commute to another locality to work. Of these residents, a majority commute to Chesterfield County, followed by Henrico County and the City of Richmond.

Exhibit 12: Commuting To Patterns



Source: Virginia Employment Commission via the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2011

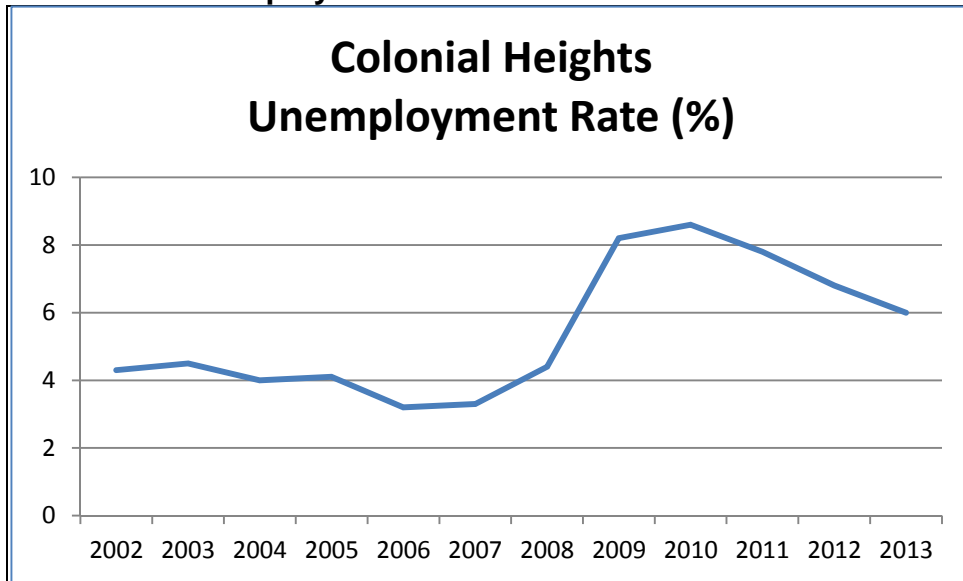
Characteristics of the Insured Unemployed

According to the Virginia Employment Commission, unemployment insurance is a program for the accumulation of funds paid by employers to be used for the payment of unemployment insurance to workers during periods of unemployment which are beyond the worker's control. Unemployment insurance replaces a part of the worker's wage of loss if he becomes eligible for payments. The data collected provides insight to who is most affected by job loss.

Unemployment Rate

The unemployment rate is defined as the number of unemployed people as a percentage of the labor force. According to the Virginia Employment Commission, in August 2013, the City's unemployment rate was 6.0 %, only slightly higher than the state average of 5.6% and lower than the national rate of 7.3%. This is down from its highest in the past decade at 8.6% in 2010.

Exhibit 13: Unemployment Rate

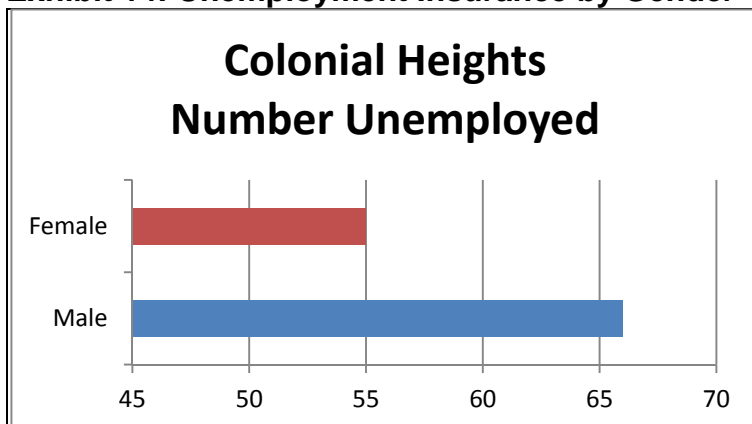


Source: Virginia Employment Commission, Local Area Unemployment Statistics.

Unemployed by Gender

According to the Virginia Employment Commission, Characteristics of the Insured Unemployed, January 2014 report, more men (66) than women (55) have collected unemployment insurance; this is consistent with state and national trends.

Exhibit 14: Unemployment Insurance by Gender

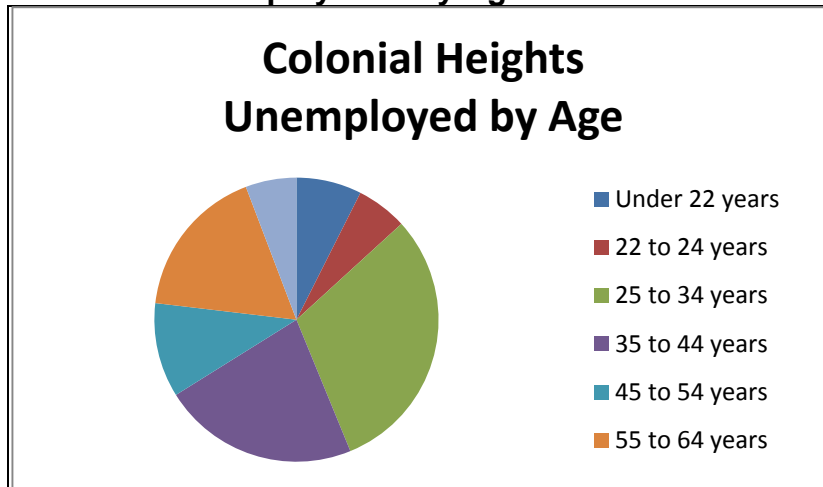


Source: Virginia Employment Commission, Local Area Unemployment Statistics

Unemployed by Age

Of those individuals unemployed, a majority are between the ages of 25 and 34; the next largest age group collecting unemployment insurance are people between the ages of 35 and 44 years old followed by people between the age 55 and 64 years old.

Exhibit 15: Unemployment by Age Distribution



Source: Virginia Employment Commission, Local Area Unemployment Statistics

According to the Virginia Employment Commission, Characteristics of the Insured Unemployed January 2014 report, the top industries with the largest amount of claimants in Colonial Heights include construction, administrative support, waste management and retail trade.

Profile of Industries

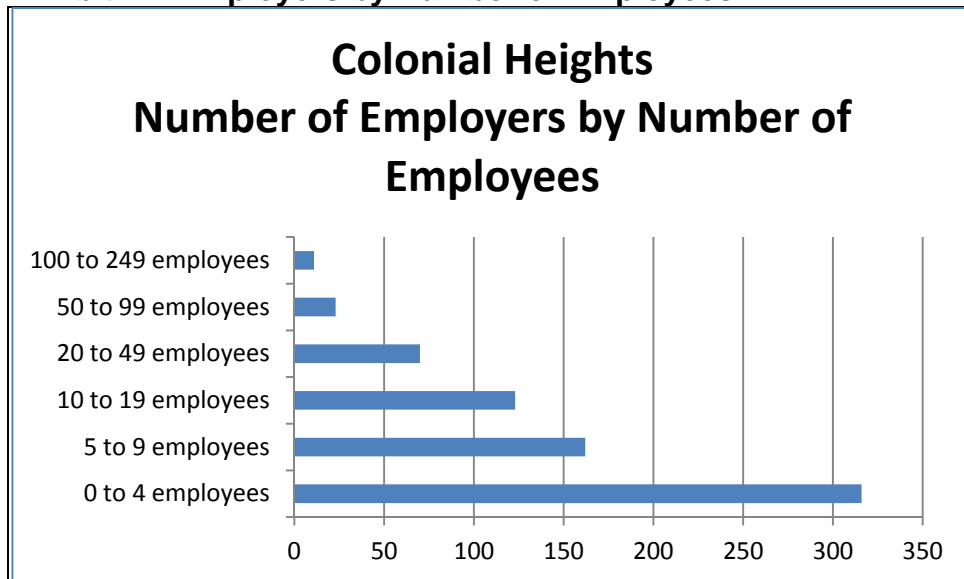
Exhibit 16: Top 20 Employers

1. Wal Mart	11. Richmond Fitness Inc
2. Colonial Heights School Board	12. The Home Depot
3. Randstad Us L P	13. Target Corp
4. City of Colonial Heights	14. Texas Roadhouse
5. VDOT	15. The Dunlop House
6. Colonial Heights Healthcare and Rehab Center	16. Sears Roebuck & Company, Inc.
7. Red Lobster and the Olive Garden	17. McDonald's
8. Martin's Food Market	18. Colonial Orthopedics
9. J.C. Penney Corporation, Inc.	19. May Department Stores Company
10. Care Advantage	20. Family Care Home Health LLC

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2013.

According to the Virginia Employment Commission, the top 11 of these employers in the City have between 100 to 240 employees, those remaining in the top 20 have between 50 to 99 employees. It should be noted that despite the large number of national companies located in the City, a majority of employers in the city have 19 or fewer employees.

Exhibit 17: Employers by Number of Employees



Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2013.

Employment by Industry

Of the 11,562 people employed in the City of Colonial Heights, Retail Trade is the top employment industry with 28% of workers, followed by Accommodations and Food Service at 17% with Health Care and Social Assistance coming in third with 13 percent.

Regional Occupation Projections

According to the VEC, between 2010 and 2020, there will be 3,009 new Health Care and Social Assistance jobs in the Crater District (cities of Colonial Heights, Emporia, Hopewell and Petersburg and the counties of Charles City, Chesterfield, Dinwiddie, Greenville, Prince George, Surry and Sussex). This industry shows the highest projected growth followed by Retail Trade with 1,146 new jobs for that same time period. Therefore, it is no surprise that of the top 10 occupations expected to grow in the Crater District between 2010 and 2020, eight are related to the medical health field.

Existing Commercial Areas

Southpark Mall Area

Over the last 30 years, the business/commercial environment in the City has grown from providing for the basic needs of a small city to providing for the needs of the region. The Southpark Mall area has developed into a regional commercial and

business center. Nearly half of the City's top 20 employers are located in the Southpark Mall area.

Boulevard (U. S. Route 1/301)

The Boulevard developed in a linear fashion. Although there are some national chain restaurants along the Boulevard, most of the businesses are locally owned. Services include restaurant, retail and numerous professional services such as doctors and insurance offices.

This type of linear growth along the City's major thoroughfare perpetuates traffic congestion, an excessive amount of curb cuts, parking limitations, the visual effect of business sign clutter, and the encroachment of residential neighborhoods.

The fear of businesses abandoning the Boulevard because of Southpark Mall has not materialized. Although some businesses have closed along the Boulevard, new businesses have taken their place. The Boulevard is not plagued with numerous vacancies; rather, the evolution of old to new businesses is occurring. A new type of development that is taking place along the Boulevard is the office condominium, a cluster of business offices that share a common building and parking lot.

Small lots along the Boulevard pose a challenge for business owners who want to expand their businesses or provide additional parking for their customers. Small lots also provide a challenge in attracting new businesses. Some areas along the Boulevard may be appropriate for expansion, but in past instances, property was purchased in the adjoining neighborhoods to provide for parking, storage and other business uses. As a result, there is often a conflict of uses having a negative impact on the neighborhood. To avoid this occurring in a piecemeal fashion, a comprehensive approach should be taken when identifying where expansion is appropriate and where it is not.

The Pickwick Avenue commercial area is a small collection of neighborhood serving retail shops and services. The commercial area is included in the Chesterfield Highland Historic District and is included in the Boulevard Strategy Area.

Ellerslie

There is a small node of businesses located along Ellerslie Avenue near Dunlop Farms. A strip center was developed in the 1980s that contains a grocery store, restaurants and various business services. There is some opportunity for business growth in the form of outparcels along Ellerslie Avenue.

Home Based Businesses

The City's zoning ordinance allows certain small-scaled commercial activities within residential dwellings. There are limitations on the amount of floor area used for the

business as well as restrictions on altering the building. The business should not increase the volume of traffic in the neighborhood and, with the exception of limited signage, there should not be any visual indication that a business located in the home.

Commercial Rehabilitation Program

The City of Colonial Heights allows partial exemption from real estate taxes (tax relief) for qualifying commercial structures that have been rehabilitated, renovated or replaced. For those properties that qualify, the initial increase in real estate taxes caused by rehabilitation, renovation or replacement will be excused for five (5) years.

Requirements to Classify a Commercial Structure as Rehabilitated, Renovated or Replaced

- Shall be located in one of two (2) designated districts
- The commercial structure must be at least twenty (20) years old
- Application and a processing fee of fifty dollars (\$50) must be paid before proceeding with the process
- The Assessor must inspect the property prior to any rehabilitation, renovation or replacement of the structure
- Any and all delinquent or past due real estate taxes, penalties and interest must be paid prior to the property being accepted into the program. The partial exemption for each tax year shall be conditioned upon payment of the non-exempt amount of real estate taxes on or before May 15 or November 15 of each tax year. Failure to pay taxes due on or before the established dates will result in forfeit of the remaining exemption period and cancellation of the credit issued for that year.
- No improvements made upon previously vacant land shall be eligible
- Rehabilitated, renovated or replaced structures must meet zoning requirements, plans for project must be approved by City of Colonial Heights Engineering Department, and all permits for work must have been acquired prior to applying for this program.

Districts and Program Stipulations

Boulevard District

The "Boulevard District", as depicted on an exhibit maintained by the Assessor, shall consist of all commercial structures fronting on the Boulevard (Route 1) within the Colonial Heights City limits or contained within the Boulevard Overlay District as provided in Chapter 286 of this Code.

Any commercial structure at least twenty years old within the Boulevard District whose base assessed value is increased by at least twenty-five percent due to rehabilitation, renovation, or replacement shall be eligible for an exemption from real estate tax equal to the increase in assessed value attributable to the rehabilitation, renovation, or

replacement. Such exemption shall commence on January 1 of the year following completion of the rehabilitation, renovation, or replacement, and shall run with the real state for five years.

Southpark District

The “Southpark District”, shall consist of all commercial structures within the geographic boundaries depicted on an exhibit maintained by the Assessor, entitled “The Southpark Commercial Structure Tax Exemption District”.

Payment of the real estate tax attributable to any structure at least twenty years old within the Southpark District may be exempted by an amount up to fifty percent of the cost of the structure’s rehabilitation, renovation, or replacement as long as such cost is at least \$100,000. Such exemption shall commence on January 1 of the year following completion of the rehabilitation, renovation, or replacement, and shall run with the real estate for five years.

Economic Development Opportunity Areas

As previously mentioned, because of the lack of vacant, buildable land, the City has limited economic development prospects. The following provide economic development opportunities within the constraints our city. These Economic Development Opportunity Areas are depicted on Map 5.

Boulevard Commercial Strategy Area

The intent of a Boulevard Commercial Strategy Area is to provide the community with convenient commercial uses and services in well-designed, safe, and attractive settings and to create a shopping and service district that makes positive contributions to the City’s image and economy.

The intent is to focus and concentrate retail, commercial, and service activity within a clearly distinguishable area. It is also intended to prevent negative commercial encroachment into residential neighborhoods.

In developing this district, an emphasis should be put on having a strong pedestrian orientation, buildings that front on the street with minimal setbacks and limited off-street parking. Complete street concepts such as landscaping, sidewalks and pedestrian level lighting should be incorporated to help create a sense of place.

The biggest challenge to enhancing this district is that there are multiple stores and services that are not managed by a single entity and building ownership is held separately. Therefore, there is a need for incentives to create a change. The Commercial Strategy Area runs along the Boulevard south from Westover to the City limits and includes the Pickwick Avenue shopping area. The location of the Boulevard Commercial Strategy Area is depicted on the Economic Opportunities Map (Map 5).

Mall Area Mixed Use Center

By most accounts, the Southpark Mall and surrounding area is stable. Vacancies and turnovers are relatively low considering the recent recession that stifled the economy, impacting the retail and service industries. However, as consumer shopping habits change from buying directly from a store to shopping on line, long-term viability of the Mall should be examined. Cities across the country are revisiting traditional mall land use and adopting mixed use concepts for both new and redeveloped shopping areas. This area provides an opportunity for alternative housing for seniors and young adults.

As many Colonial Heights' Baby Boomers reach retirement age and look for alternative housing, there is little opportunity for them to stay in the City. Providing senior-friendly apartments in the Mall area would provide an opportunity for residents to stay in the City and be close to shopping and medical services.

The co-location of services, jobs and nightlife create a type of urban village. The idea of an urban village is attractive for young adults because it allows them to live work and play in one area. Attracting this population could benefit the City in the future because these young people may choose to stay, purchase homes and start families in Colonial Heights.

Smaller Mixed Use Centers

As the needs for housing change, new, higher density residential is recommended by this plan to attract new residents and house the aging population. The Economic Opportunity Map (Map 5) identifies two smaller mixed use areas.

Conduit at Westover

The intention is to provide alternative housing at this location; as well as an opportunity for new neighborhood convenience services at the corner of Conduit Road and Westover Avenue. Offices and specialty markets could serve the needs of area residents without requiring a lot of parking or causing an increase of traffic.

Conduit at Horuda Farm

The area located to the north on Conduit Road, north of the Edinborough subdivision, also known as the Horuda Farm property is meant to be strictly residential. This area is appropriate for townhouses and higher density single-family uses that might be appropriate for senior housing.

The mixed use designation of the smaller mixed use centers is to ensure that both the developments are done as part of a plan for the entire property.

Appomattox River Corridor Vision Plan

The Appomattox River Corridor Study area is located in the City of Colonial Heights between the Appomattox River and Charles Dimmock Parkway/East Roslyn Road; from Temple Avenue to Interstate 95. The study area is approximately 175 acres.

The land is composed of a mix of private and City-owned lands. Private land uses include former automobile dealerships, other retail uses, and several vacant parcels. City lands include a park, a vacant former landfill site that has been remediated, and other public uses.

The goal of the study was to outline development potential of the corridor. In particular, the City of Colonial Heights was interested in determining the highest and best use for the study area considering regional market potential, neighborhood development goals, amenities and land values.

The result of the study was a two alternative development scenarios; both containing a mixed use or multiple-use environment that created access to community amenities, provided economically-productive land uses, and improved transportation and infrastructure.

Strategic Plan and Market Analysis

Specific details of a strategic plan can be developed through a planning process; however, it should concentrate on four elements:

- Business Recruitment
- Business Retention and Expansion
- Revitalization
- The City's Business Image

Business Recruitment

Details of the business recruitment process can be worked out through a strategic planning process, but it should include creating a recruitment team made up of City staff, business owners, local real estate professionals, property owners, lenders, members of the Chamber of Commerce and elected officials. This team should have a clear and realistic understanding of the current market, have skills in economic development and real estate along with connections to local decision-makers, and have the ability to follow through.

Business Retention and Expansion

Much of a community's job growth and capital investment comes from companies already located there. It is necessary for the City to build relationships with the existing business owners in order to identify companies with plans to expand and companies at risk of leaving or downsizing. Through a strategic planning process the City should find ways to provide assistance to these businesses in order to prevent them from leaving the City and to encourage them to continue to invest in their businesses.

Commercial Revitalization

Although there has been an increase in infill development, most of the City's commercial areas are over 30 years old. As these commercial areas age, existing properties are becoming obsolete and less attractive for the current retail store or professional service

providers. To prevent new businesses from locating outside the City and existing businesses from moving out, building renovation and modernization must occur.

In addition to utilizing traditional revitalization tools such as property maintenance, code enforcement and crime prevention, redevelopment of underutilized sections of these commercial areas may be necessary to accommodate modern retail needs. An example of where redevelopment may be necessary is along the Boulevard where lot sizes are an issue for new businesses. The smaller lot sizes make it difficult to accommodate new construction and parking. Another example for possible redevelopment is the Mall area; as some big box retailers turn to on line sales, stores may close. As these stores become vacant, it may be necessary to redevelop the property for the modern retail store or possibly change the land use all together. .

Future economic planning should include evaluating each of the existing commercial areas in the city and identifying revitalization needs and redevelopment possibilities within each area.

City's Business Image

The City has a bit of a business identity crisis. On one hand, there is a desire for the City to maintain its small town feel. This can be done by fostering small businesses along the City's Boulevard commercial corridor; but at the same time, the City is home to a large regional mall that must stay viable to maintain the City's economic health. It will be important for the City to accommodate the needs of and attract both small and large businesses. In order to create a business friendly image, this can only be achieved by recognizing the different needs of both types of businesses.

Market Analysis

It is hard to predict the City's draw without current market data. A market analysis studies the attractiveness and the dynamics within an industry. These analyses can help identify the strengths, weaknesses; opportunities and threats (SWOT) of the current economic environment. SWOT analysis can help define retention and recruitment strategies. Market data should be updated regularly in order to have the most current data possible.

Economic Development Strategy

An economic development strategy is a five year plan for promoting job creation and economic growth. The following steps should be included in the development of a strategy for the City.

1. Perform a market analysis to address sales-leakage and identify future recruitment targets as a means to diversify short-term and long-term growth sectors
 - Develop and carry out a survey of existing businesses
 - Secure funding and carry out a detailed market analysis

2. Develop an existing business retention program that would help maintain, protect, diversify and improve the City's commercial base
 - Create a local business committee to assist in defining and carrying out the program
 - Conduct research and use focus groups to help define community needs and opportunities
3. Raise the profile of the City as a destination for both living and doing business
 - Obtain and research national, regional and local trends to clarify the economic development vision for the City
 - Develop a branding /marketing campaign based on documented research
4. Create a targeted business recruitment program
 - Utilize information from other work elements to establish business targets and methodology to carry out the program
5. Define long term economic development implementation program objectives and methodology for achieving them
 - Document and define resource needs to carry out recommendations
 - Create first year operating budget

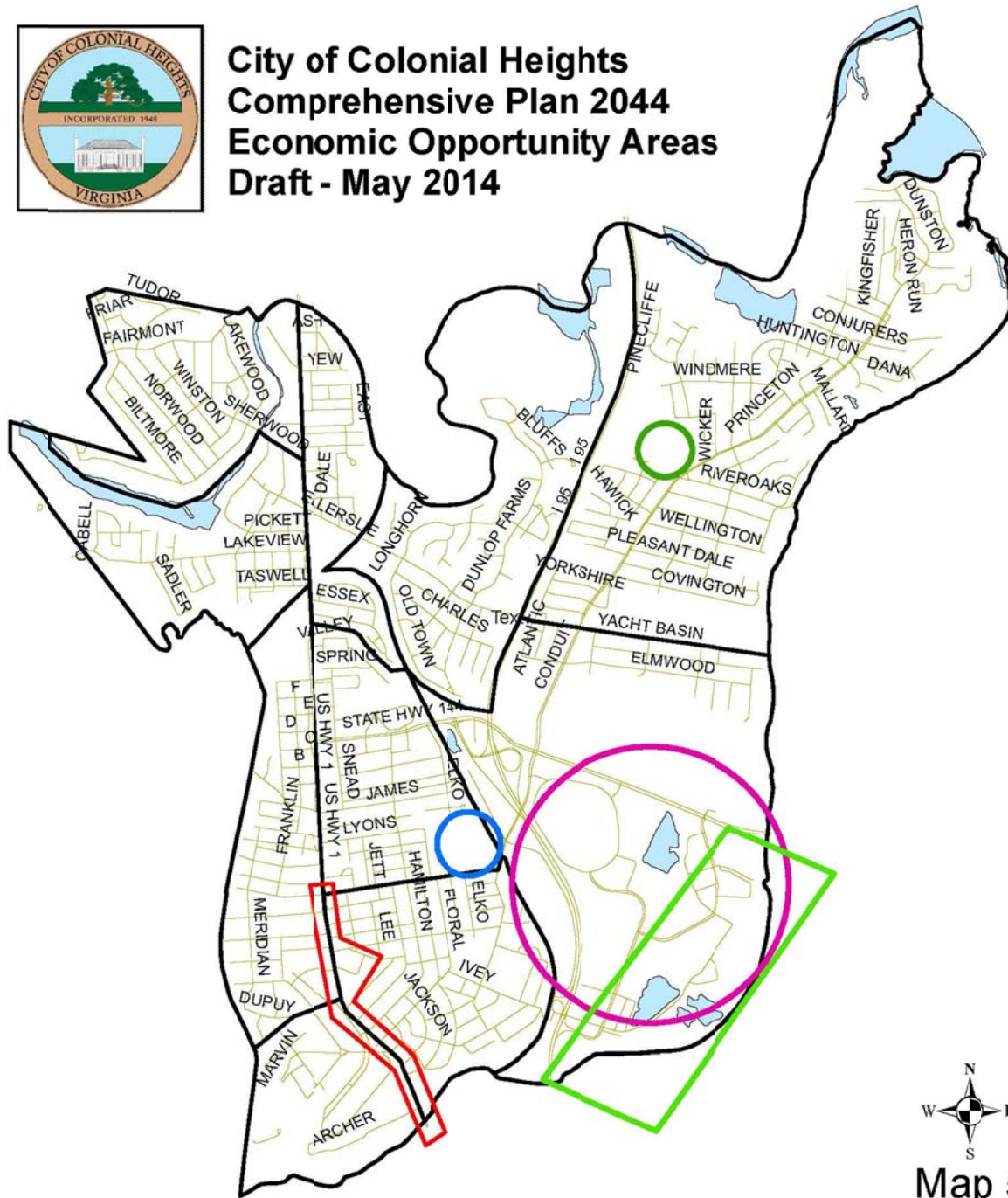
The following Economic Development Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Create a five year strategy plan to identify the immediate economic needs of the City. Special consideration should be considered for medical complexes or other new and growing industries. (EP-6, EP-1, SD-2)
- Create a one-stop-shop for businesses to get permits and learn about all programs within the City to create a friendly environment to encourage businesses to locate in the City. (QL-6)
- Provide tax credits for businesses so they can reinvest in their business to modernize or expand. (EP-4)
- Create a City program designed to attract new business and retain existing in the Boulevard Commercial Strategy Area as identified on the Economic Opportunity Areas Plan (Map 5). (EP-1, SD-2)
- Partnering with Colonial Heights Public Schools, develop a taskforce made up of the private and public sector leadership to work to mentor young people interested in business to create new local businesses. (EP-1, EP-2)

- With school leadership, create a working coalition of educators and medical personnel to attract more of the City's students into health care and occupations directed at the elderly. A well-trained population will attract more medical offices and jobs. (EP-1, EP-2)
- Encourage new local businesses by working with the Colonial Heights Chamber of Commerce (or Crater District Planning Commission, Virginia State University or the Small Business Administration) to start a small business incubator. (EP-4)
- Ensure citizen input in the policy development and decision-making process on publicly-funded economic development projects and activities. (QL-6)
- Form a task force of Southpark Mall area business owners/managers, including Mall management and City staff to identify ways to improve and redevelop the commercial area to include new land use options, such as mixed use, senior housing and offices for areas around, and including, Southpark Mall. This area is identified on the Economic Opportunity Areas Plan (Map 5). (EP-5)
- Study the Boulevard Corridor to identify areas where it may be appropriate to allow expansion into the adjacent neighborhood to make the Boulevard sites more attractive for redevelopment and new businesses. Expansion should be done in accordance with a plan or strategy and not piecemeal. (EP-1)
- Establish an open line of communications between the development and business communities, City administration and elected officials.
- Economic and environmental goals need to be viewed as compatible concepts during development.
- Promote compatibility of development with surrounding neighborhoods. (QL-4, SD-1)



City of Colonial Heights Comprehensive Plan 2044 Economic Opportunity Areas Draft - May 2014



Map 5

- | | | |
|--|---|---|
| — Boulevard Commercial Strategy Area | ○ Mall Area Mixed Use Center | Smaller Mixed Use Centers |
| — Appomattox River Corridor Vision Plan | ○ Conduit at Westover | ○ Conduit at Horuda Farm |

Chapter 7. Environment

The fall line of the Appomattox River is just west of the U. S. Route 1/301 bridge, and the escarpment ridge runs just west of the Interstate 95. The Appomattox River defines the eastern boundary of the City; and Swift Creek forms the northern boundary. The only other tributary, Old Town Creek, essentially bisects Colonial Heights from east to west.

Land forms of the area show some fundamental differences due to the fact that in the City, the coastal plain meets the Piedmont region. The latter area can be characterized as gently rolling hills, generally draining to the east and south. The coastal plains area is generally flat and sandy. Flat areas in the 100 year floodplain are located adjacent to the Appomattox River, in the low basin along Old Town Creek near the River, and at some of the bends along Swift Creek.

Streams, creeks, and erosion have cut into the upper table of high ground, and sandy embankments, marsh areas, wetlands, and non-tidal ponds have formed below. These low areas are water saturated throughout most of the year and are now classified as wetlands areas. Once thought to be undesirable areas, these wetland and marsh areas are now recognized to be vitally significant components of environmental systems providing water filtration and purification, shoreline stabilization, and important breeding grounds for terrestrial and aquatic life.

Over the last several decades, there has been a growing recognition of the crucial need to preserve natural resources and to manage waste, air pollution and other by-products of development. Water quality, environmentally sensitive lands, air quality and open space are elements of the natural environment that are particularly vulnerable to the negative effects of development.

Existing Natural Resources

In order to protect these resources, an inventory of what we have is necessary. This plan identifies the existing natural features including: geology, topography, soil types, steep slopes and shoreline and erosion issues.

Geology

Colonial Heights has characteristics of both the Piedmont and Tidewater. The land is mostly low, but is gently rolling in some places. It is underlain by crystalline rocks. In certain areas, however, the hard crystalline rocks pass beneath softer, unconsolidated sediments.

The section of Colonial Heights which lies in the Coastal Plain Province is underlain largely by unconsolidated sand, gravel, and clay strata which were deposited upon rocks similar to those in the Piedmont. In the late 1960's, sand and gravel, granite, and lightweight aggregate were produced commercially in Chesterfield County. Some

formerly mined areas are also found in Colonial Heights along Interstate 95 and Swift Creek.

Samples of local clay and siltstone have been tested and found potentially suitable for use in face brick, sewer pipe, quarry tile, and other ceramic use. Diatomaceous earth occurs in the Coastal Plain section, but the presence of commercial deposits has not been established.

Topography

Typical of many older Colonial towns, the City of Colonial Heights is located on the high ground of an escarpment adjacent to a once-navigable river. The land is relatively flat; elevations range from 20 to 40 feet above sea level, with the highest elevation occurring in the far western area of the City. The City is mostly surrounded to the east by lower areas: tributaries, creeks, streams, and tidal shores. All of these areas adjacent to the Appomattox River are bordered by wetland and/or marsh areas. The Appomattox drains into the James River at Hopewell; the James then flows into the Chesapeake Bay at Hampton Roads.

Soils

Information on soil types is a valuable aid in local land use planning and decision making, as well as site-specific planning and design. Soil characteristics affect the capacity of land to support structures, roads, foundations, and septic systems. The information found in soil surveys can be used to identify certain areas that may need special attention because of potential soil limitations. Once such areas have been identified, more detailed soil analyses can be performed that will help determine appropriate engineering practices needed to overcome and/or mitigate soil-related limitations.

Steep Slopes

Bluffs and steep slopes of any kind have unusual development problems. Stormwater runoff can cause bluffs to cave in or can easily erode steep slopes, with large quantities of unwanted sediment carried into streams or onto nearby properties. Generally, areas with slopes equal to or greater than 15 percent generate additional construction costs, which in itself has tended to limit development. However, valuable "waterfront" property and new construction techniques will lead to future use of the more buildable slopes. It is therefore important that sensitive steep areas prone to erosion and crucial to the protection of water quality be preserved in their natural state.

In Colonial Heights, steep slopes help protect water quality of both tributaries and intermittent streams. For the most part, steep slopes lie within the Resource Protection Areas (RPAs), and their preservation is critical to water quality and erosion control. In Colonial Heights, steeper grades are generally found adjacent to larger streams (Swift and Old Town) and along most of the Appomattox River. Stream and river embankments include some areas with gentle slopes as well as areas with moderately steep slopes. Elevations along the steeper embankments range from 0 - 5 feet at the waterway's edge to about 60 feet on the adjacent upland terraces. The most visibly

steep areas within the City are found in the vicinity of the U. S. Route 1/301 bridge, along the northern side of Old Town Creek, in the Dunlop Farms area, and along certain sections of the Appomattox River.

Water Features

Within the City, there are four major water features: the Appomattox River, Swift Creek, Swift Creek Lake (Reservoir) and Old Town Creek. (See Map 6).

Appomattox River

The Appomattox River bordering Colonial Heights consists of two separate channels, with numerous marsh islands in the midst of the river. The portion of the waterway adjacent to Colonial Heights currently serves as a diversion channel, with the primary navigation channel abutting Prince George County and the City of Petersburg. Due to narrow width and shallow depth, this diversion channel is considered unnavigable for most motorized craft with the exception of small "john boats", canoes and the like.

Swift Creek

Forming Colonial Heights' northern perimeter, Swift Creek is a meandering, narrow waterway predominantly fringed by forested swamp and wetlands. These natural areas provide a number of water quality benefits and help protect the creek banks from erosion. In the northwestern portion of the City, Swift Creek flows past several suburban neighborhoods, including Woodlawn, Sherwood Hills and Dunlop Farms. Stream banks adjoining Swift Creek in this urbanized area range from gently graduated to moderately steep. Some residential structures are sited near the creek; other properties are set well-back from the water's edge. Most creek side lands consist of landscaped lawns or overgrown natural areas.

Swift Creek Lake (Dam Reservoir) Swift Creek Lake is found in the northwestern part of Colonial Heights, where Swift Creek initially enters the City. This lake once served as the City's potable water supply prior to establishment of the regional system at Lake Chesdin. Land use adjoining the shores of Swift Creek Lake include single-family and multifamily residences, as well as a Public Works maintenance yard and a small 2.7 acre park (Lakeside Park) offering waterside trails, a fishing dock and a boat launch.

Old Town Creek Old Town Creek generally bisects the City of Colonial Heights, originating a mile south of Swift Creek Lake and flowing just north of the Southpark Mall commercial area. Old Town Creek then empties into the Appomattox River near the Temple Avenue bridge crossing. Within the City, the upland reaches of Old Town Creek include narrow segments that closely abut urban development centered along the Route 301/1 (Boulevard) corridor. Near Southpark Mall, the creek valley widens considerably, and stream bank segments are fairly well-buffered from urban development by a broad floodplain/marsh area and heavily vegetated slopes.

Special Flood Hazard Area

The 100-year floodplain is the land that is predicted to flood during a 100 year storm which has a 1% chance of occurring in any given year. Areas within the 100-year floodplain may flood in much smaller storms as well. The 100-year floodplain is used by FEMA to administer the federal flood insurance program and the City to regulate development.

Floodplain management is the operation of a community program of corrective and preventative measures for reducing flood damage. These measures take a variety of forms and generally include requirements for zoning, subdivision or building, and special-purpose floodplain ordinances.

Resource Protection Area

Resource Protection Areas (RPAs) are the corridors of environmentally sensitive land that lie alongside or near the shorelines of streams, rivers, and other waterways. In their natural condition, RPAs protect water quality. RPAs filter pollutants out of stormwater runoff, reduce the volume of stormwater runoff, prevent erosion, and perform other important biological and ecological functions. The components of an RPA include:

- Tidal wetlands
- Tidal shores
- Non-tidal wetlands connected by surface flow and adjacent to tidal wetlands or tributary streams

Stormwater

Stormwater runoff is the water which does not soak into the soil but rather flows off lawns, streets, paved areas, and rooftops during and after a rainstorm. As the water flows across lawns, streets, parking lots, and other surfaces it carries salt, sand, nutrients, pesticides, fertilizers, vegetative debris, oil, grease, litter, and many other pollutants, some possibly toxic, into nearby waterways. Since these pollutants are carried from a wide area by stormwater runoff and cannot be traced to a single pipe, a single point or source, they are called nonpoint source pollutants.

Stormwater runoff affects the water quality of rivers and streams. The runoff carries sediments, nutrients, and toxins. Each of these nonpoint source pollutants will deteriorate water quality.

Sediment washing into a stream settles out and begins to fill in the basin. Before settling out, sediments will make the water appear cloudy or turbid. High turbidity affects the aesthetics of the body of water as well as the survival of fish and various aquatic plants.

When phosphorus, a nutrient, is delivered to a river by runoff, the growth of algae and aquatic plants in the river will increase. Algae and aquatic plants are important in providing habitat for fish and wildlife. However, rapid and excessive growth of algae and aquatic plants can deteriorate water quality and can impair recreational enjoyment.

Toxic chemicals such as lead, from gas and auto exhaust, zinc from roof drains and tires, insecticides, herbicides, and other pesticides are carried by stormwater runoff in both urban and rural areas. These materials can affect the "health" of fish and other forms of aquatic life living in rivers and streams.

Rainfall runoff is a major problem in many developed areas. This is because a large percentage of land surface in developed areas is covered by buildings and pavement which collect and channel pollutant laden stormwater. Newly developed areas are usually provided with storm sewers to handle stormwater runoff. Stormwater control ordinances require that design controls be incorporated into new projects.

Storm Sewers are pipes laid underground, often below streets, which convey surface water runoff into nearby rivers or streams. Intakes or drains located along curbs and in parking areas collect the runoff water into the pipes for quick transport into the receiving water. A common misperception is that all the water running off streets into a surface collector goes into a sewage treatment plant. It does not. Stormwater usually receives no treatment. Whatever runs off lawns, streets, and parking lots flows directly into rivers and streams, carrying pollutants with it

The goals of stormwater management are to: slow down water flow, lessen soil erosion, encourage runoff's infiltration into the ground, reducing the amount of stormwater that reaches rivers and streams and keep pesticides, oil, and other pollutants off the ground where they can be washed away. Good stormwater management practices are designed to slow up the runoff, encourage water to soak into the ground, and reduce the availability of pollutant sources.

Other stormwater management practices that are non-structural include:

- do not dispose of grass clippings, used motor oil, flushings from radiators, pet wastes, household toxic wastes, etc., by placing them into the gutters or storm sewer inlets
- anti-litter ordinances and educational programs
- frequent trash removal and street cleaning
- cleaning of catch basins and sewer pipes
- controls on herbicide and pesticide usage

Poorly managed urban stormwater will cost a community both in dollars and environmental damage. Poorly managed stormwater runoff can cause:

- flooding of rivers, streams, streets, and homes
- erosion of roadbeds, stream banks, and beaches
- pollution affecting the quality of rivers, streams, and drinking water

One way of cleaning up polluted urban runoff is to install stormwater treatment facilities. Another less expensive method is to keep pollutants out of runoff. Keeping pollutants out of stormwater runoff is less expensive than installing stormwater treatment facilities. Here are some ways that individuals can help prevent stormwater pollution:

Individuals can:

- Recycle oil
- Direct downspouts to lawns
- Sweep paved areas to keep waste out of stormwaters
- Keep your car tuned, repair leaks
- Limit fertilizer and pesticide use, leave grass clippings on lawn
- Clean up pet waste
- Dispose of toxic wastes properly
- Wash your car on your lawn or at a car wash

The potential payoff from better land management practices is high, promising healthier waters, quality water recreation close to home, and riverfront development possibilities.

Low Impact Development Tools

Low impact development tools offer alternatives to conventional stormwater management that more closely mimic a site's predevelopment appearance and often look more attractive. Examples include:

- permeable paving,
- green roofs,
- vegetated swales and
- sunken median strips along the roadway.

Sunken median strips or vegetated swales can absorb runoff as it meets the surface, eliminating non-point source pollution and can be a functional and attractive solution to stormwater runoff. Rain gardens and open or green space can reduce pollution and provide passive recreation space. Rain barrels and cisterns allow for the reuse of water.

Shoreline/Stream Bank Erosion Issues

It is now known that shoreline and stream bank erosion can have a significant negative impact on water quality. Natural forces which cause shoreline erosion include wave action, storm events where water or wind damage occurs, and upland runoff. Human-generated sources of erosion can originate from construction and land disturbing activities, boat wakes, over-building (excess impervious cover) or improperly sited development.

Local Shoreline/Stream Bank Features:

In Colonial Heights, the vast majority of river, stream and lake shoreline consists of heavily vegetated, unmanaged shoreline segments. The principal shoreline/ stream bank types in the City include tidal/non-tidal wetlands, sediment banks, and swamp forests. Each type is discussed generally below:

- 1) **Tidal/Non-tidal Wetlands:** Tidal and non-tidal wetlands are vegetated marshes located adjacent to or offshore of sediment banks and along creek floodplains. These wetlands are resistant to normal wave activity since their matted root systems are effective at trapping and holding sediment in place. Additionally, their low elevation provides effective protection to sediment banks along the backshore by baffling wave energy.
- 2) **Sediment Banks:** Sediment banks are composed of various soil types such as gravel, sand, silt, and clay, and can be classified into either high or low bank types. High banks are normally eroded by rain, groundwater seepage, and wave action from storm events or boat wakes. High banks are susceptible to undercutting at the toe (base) of the bank by high energy waves; this process leads to slumping - collapse of material composing the bank due to gravity. Low banks are normally eroded by wave action. These erosion processes may cause the loss of trees and other vegetation, further decreasing shoreline stability.
- 3) **Swamp Forests:** Swamp forests occur normally in the upper reaches of tributary rivers and creeks and contain a variety of tree specimens. These forests are usually stable due to the large tree root systems. However, their vulnerability to flooding makes them unsuitable for urban forms of development.

Comprehensive Coastal Resource Management

Coastal ecosystems reside at the interface between the land and water, and are naturally very complex. They perform a vast array of functions by way of shoreline stabilization, improved water quality, and habitat for fishes; from which humans derive direct and indirect benefits.

The science behind coastal ecosystem resource management has revealed that traditional resource management practices limit the ability of the coastal ecosystem to perform many of these essential functions. The loss of these services has already been noted throughout coastal communities in Virginia as a result of development in coastal zone areas coupled with common erosion control practices. Beaches and dunes are diminishing due to a reduction in a natural sediment supply. Wetlands are drowning in place as sea level rises and barriers to inland migration have been created by construction of bulkheads and revetments. There is great concern on the part of the Commonwealth that the continued armoring of shorelines and construction within the coastal area will threaten the long-term sustainability of coastal ecosystems under current and projected sea level rise.

In the 1980s, interest arose in the use of planted wetlands to provide natural shoreline erosion control. Today, a full spectrum of living shoreline design options is available to address the various energy settings and erosion problems found. Depending on the site characteristics, they range from marsh plantings to the use of rock sills in combination with beach nourishment.

Research continues to support that these approaches combat shoreline erosion, minimize impacts to the natural coastal ecosystem, and reinforce the principle that an integrated approach for managing tidal shorelines enhances the probability that the resources will be sustained. Therefore, adoption of new guidance and shoreline best management practices for coastal communities is now necessary to insure that functions performed by coastal ecosystems will be preserved and the benefits derived by humans from coastal ecosystems will be maintained into the future.

In 2011, the Virginia Assembly passed legislation to amend §28.2-1100 and §28.2-104.1 of the Code of Virginia and added section §15.2-2223.2, to codify a new directive for shoreline management in Tidewater Virginia. In accordance with section §15.2-2223.2, all local governments shall include in the next revision of their comprehensive plan beginning in 2013, guidance prepared by the Virginia Institute of Marine Science (VIMS) regarding coastal resource management and, more specifically, guidance for the appropriate selection of living shoreline management practices. The legislation establishes the policy that living shorelines are the preferred alternative for stabilizing eroding shorelines.

This guidance, found within the Comprehensive Coastal Resource Management Portal, is being prepared by VIMS for localities within the Tidewater region of Virginia. It explicitly outlines where and what new shoreline best management practices should be considered where coastal modifications are necessary to reduce shoreline erosion and protect our fragile coastal ecosystems. This guidance will include a full spectrum of appropriate management options which can be used by local governments for site-specific application and consideration of cumulative shoreline impacts. The guidance applies a decision-tree method using a based resource mapping database that will be updated from time to time and a digital geographic information system model created by VIMS.

Waste Management

The City of Colonial Heights contracts with Central Virginia Solid Waste Management Agency (CVWMA), for curbside recycling and through CVWMA, participates in a regional solid waste management plan.

The Central Virginia Solid Waste Management Plan (CVSWMP) was prepared for the CVWMA and 13 local governments within the Authority's service area in accordance with the requirements and provisions of Regulations for Solid Waste Management Planning (9 VAC 20-130-10 et seq., Amendment 1).

In meeting this objective the Central Virginia Waste Management Plan is intended to achieve the following purposes for the region:

- Define specific solid waste management objectives for the CVWMA service area that meet identified management needs and public policy objectives, including State mandated recycling goals;

- Provide an integrated management strategy with supporting financial and implementation strategies to meet solid waste management objectives;
- Provide agreement on specific roles and responsibilities for the CVWMA and its member governments in the implementation of waste programs and services for meeting the region's waste management needs; and,
- Establish specific milestones, responsibilities, and a schedule for meeting solid waste management objectives.

The promulgation of mandated solid waste management planning and recycling goals for local governments by the Commonwealth of Virginia in 1990 provided an opportunity for local member governments to meet these mandates through a regional planning approach under the auspices of the Central Virginia Solid Waste Management Agency (CVWMA), in cooperation with the two respective planning district commissions. Each local governing body passed a resolution in 1990 requesting that the Crater and Richmond Regional PDCs prepare a regional solid waste management plan for the CVWMA and its 13 member localities (of which Colonial Heights is a member) to meet the mandated requirements of VR 672-50-01.

Solid waste management and recycling programs within the Region have developed and operated under the auspices of the Solid Waste Management Plan prepared in 1991.

The CVWMA as the agency charged with implementing the components of the plan has developed recycling and waste management programs in concert with and at the request of its member jurisdictions. A menu of services is available to meet the needs of a diverse geographical region. The original focus of the CVWMA was toward meeting the recycling mandates established by Virginia law. House Bill 1488 adopted by the 1988 Virginia General Assembly required that 25 percent of the region's solid waste be diverted through recycling and reuse programs by 1995. The uncertainty of this requirement was the driving force that resulted in a regional approach to this mandate and the formation of the CVWMA.

The CVWMA has developed customized recycling and solid waste programs that provide either exclusive or complementary support to local initiatives throughout the CVWMA service area. All CVWMA programs are provided through a competitive procurement process with private contractors. Procurements are in compliance with the Virginia Public Procurement Act. Programs are developed that benefit rural and urban communities and are designed to fill the need and in some cases provide exclusive waste management services for member jurisdictions.

The following Environment Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Enforce floodplain management regulations so that residents continue to be eligible for flood insurance under the National Flood Insurance Program. (SD-5)
- Enforce the Chesapeake Bay Regulations to include riparian buffers for Chesapeake Bay Resource Protection and Resource Management Areas regarding land use and development related activities. (SD-5)
- Protect local and regional water resources through application of the Chesapeake Bay Management Regulations to environmentally sensitive areas such as perennial streams, floodplains, wetlands, steep slopes, and highly erodible soils. (SD-5)
- Require effective mitigation when impacts occur during development, including removal of vegetation, cutting of trees, altering drainage ways, grading, and filling. (SD-5)
- Support Appomattox River Water Authority efforts to provide safe, clean water to City residents. (SD-5)
- Cooperate and work with the state and federal governments in an effort to maintain federal ambient air quality standards for ozone and carbon monoxide on a long-term basis. (SD-5)
- Encourage a regional reduction in single occupant vehicles (SOVs) through the development of park and ride locations to encourage ridesharing and carpools. (SD-5)
- Ensure that a high level of design and quality construction is maintained on all public and private projects within the City. When possible, follow Leadership in Energy and Environmental Design (LEED) certification standards. (SD-3, SD-7)
- Refer to the guidance presented in the locality's Comprehensive Coastal Resource Management Portal (CCRMP) prepared by VIMS to guide regulation and policy decisions regarding shoreline erosion control. (SD-5)
- Utilize VIMS Decision Trees for onsite review and subsequent selection of appropriate erosion control/shoreline best management practices: <http://ccrm.vims.edu/decisiontree/index.html>. (SD-5)
- Utilize VIMS' CCRMP Shoreline Best Management Practices for management recommendation for all tidal shorelines in the jurisdiction. (SD-5)

- Consider a policy where the above Shoreline Best Management Practices becomes the recommended adaptation strategy for erosion control and where a departure from these recommendations by an applicant wishing to alter the shoreline must be justified at a hearing of the board(s). (SD-5)
- Encourage staff training on decision making tools developed by the Center for Coastal(SD-5)
- Follow the development of the state-wide General Permit being developed by VMRC. (SD-5)
- Ensure that local policies are consistent with the provisions of the permit. (SD-5)
- Evaluate and consider a locality-wide permit to expedite shoreline applications that request actions consistent with the VIMS recommendation. (SD-5)
- Seek public outreach opportunities to educate citizens and stakeholders on new shoreline management strategies including Living Shorelines. (SD-5)
- Follow the development of integrated shoreline guidance under development by VMRC. (SD-5)
- Evaluate and consider a locality-wide regulatory structure that encourages a more integrated approach to shoreline management. (SD-5)
- Consider preserving available open spaces adjacent to marsh lands to allow for inland retreat of the marshes under rising sea level. (SD-5)
- Evaluate and consider cost share opportunities for construction of living shorelines. (SD-5)
- Encourage developers to integrate low impact stormwater management techniques and reduce impervious surface coverage, in order to minimize the potential for flooding and water pollution. (SD-7, CC-5)
- The City should partner with the Virginia Cooperative Extension to provide training for residents to learn sustainable gardening and landscaping techniques that not only help the environment, but beautify neighborhoods. (SD-7)
- The City should be supportive of alternative fuels in order to effectively integrate transportation energy, and air quality policies.(SD-7)



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Map 6

-  Flood Hazard Area - 100-Year Floodplain
-  Resource Protection Area

Chapter 8. Transportation

Transportation planning has a significant impact on issues such as improving public health, preserving and improving the environment, making land use decisions, and enabling economic development.

The Tri-Cities Metropolitan Planning Organization (MPO) is the regional transportation planning agency which serves portions of residents living in the southern portion of the Richmond, Virginia urbanized area. The Tri-Cities Area Metropolitan Planning Organization (MPO) is comprised of portions of Chesterfield, Dinwiddie and Prince George as well as the cities of Petersburg, Hopewell and Colonial Heights. The 2010 Census estimated the total population of the Richmond urbanized area was 953,556 and the MPO was estimated to be 160,701. Although the City represents a small portion of the population, the City's roadway plays an important role in the region.

The MPO serves as a liaison between local government and state and federal agencies in matters involving major regional needed transportation improvements. All urban areas in the U.S. with a population over 50K are required by federal regulations stemming from the 1973 Highway Act to have an MPO structure in place to administer transportation planning programs.

The MPO's adopted plan for this area is the *2035 Long Range Transportation Plan*. The plan represents the vision for transportation improvements in the regional transportation system. The intent of the 2035 Plan is to meet future-oriented, multi-modal transportation needs of the region, such as autos, transit, bicycling and pedestrians. The long-range plan is updated on a 4-year cycle. The plan was adopted in June 2012 and is consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as established under federal law in 2005.

The Virginia Department of Transportation Six-Year Improvement Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years.

The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year.

Existing Transportation System

The City's transportation system exists within the larger framework of the Tri-Cities (Petersburg, Hopewell, and Colonial Heights, and portions of Chesterfield, Prince George, and Dinwiddie counties) area. Colonial Heights residents depend a great deal upon the employment industries throughout the metropolitan region and expect a safe and efficient road system to carry them to their destinations. With that in mind, this plan looks at the existing transportation system, not just in the City, but within the region.

When examining the existing transportation system, this plan looks beyond roads within the boundaries of the City. The following must be considered to get an accurate view of how the transportation system works: highways, pedestrian walkways, bikeways, public transit, taxicab services, passenger rail service, waterways and area ports.

Highways

The principle north-south route through Colonial Heights is Interstate 95, a major highway along the eastern seaboard. Interstate 95 runs through Virginia and has six lanes in most locations. With a speed limit of 60 miles per hour through Colonial Heights, Interstate 95 is a popular road for north-south travel. Currently, there are two Interstate 95 interchanges that serve the city of Colonial Heights. The interchange at Interstate 95 and Temple Avenue is scheduled to be reconfigured as a roundabout. Construction is expected to begin in 2015 with an estimated completion date of 2017.

The Boulevard (U.S. Route 1/301) is a road that runs through Colonial Heights. Before the construction of Interstate 95, this road served a major thoroughfare extending from Florida to New England.

Access to Interstate 64, east-west, is possible through Richmond, approximately 20 miles north of Colonial Heights, or via Interstate 295, located just south of Petersburg.

Pedestrian Walkways

Pedestrian walkways are an important part of the transportation system. Walkways can provide a link between other modes of transportation in the system. Pedestrian facilities should be considered in both new development and improvements to existing development.

Bikeways

Bike facilities in the City are limited. Most roads are too narrow to have dedicated bicycle lanes and sidewalks are designed for pedestrians. The Colonial Heights Appomattox River Trail is large enough to accommodate both pedestrian and bicycle traffic, but it provides only recreational use. Using a bicycle in the City, as a form of transportation, provides a real challenge. There are currently no dedicated bikeways on City roads.

Public Transit

The Petersburg Area Transit (PAT) provides fixed-route, public transportation service within the City of Petersburg and portions of Chesterfield County, Dinwiddie; Prince George and Hopewell. It also provides a direct route from Petersburg to the Southpark Mall area in Colonial Heights.

Greyhound Bus Lines offer north/south intercity bus service to the Tri-Cities Area. This near hourly service uses Petersburg Station Transit Center located on Washington Street in downtown Petersburg.

Taxicab Services

Taxicab services are an important part of the area's transportation system. Such services provide a demand-responsive mode of transportation. Future coordination of taxicab services with public transit, rail service and other modes of transportation would enhance the area intermodal system. Several taxicab services operate within the City.

Passenger Rail Service

Located only a couple miles from the City limits, the Ettrick Station, is located in Chesterfield County along the CSX tracks serves, the Tri-Cities portion of the Richmond, VA urbanized area for passenger rail service.

Waterways/Ports

Although there are no ports located within the City, regional water transportation service is located at the City Point Port in Hopewell, just east of Water Street. The City of Hopewell, approximately ten (10) miles northeast of Colonial Heights, is a port to ocean-going vessels. Docks located here are near the confluence of the Appomattox and James Rivers. The Port facility at City Point, with its 25-foot channels, serves ocean-going ships.

Airports

Air service is available to Colonial Heights residents in either Dinwiddie, Chesterfield or Richmond. The Dinwiddie County Airport, a public facility, is located southwest of Petersburg in Dinwiddie County. Ground access is provided to this facility by Interstate-85, Route 1, or Route 460. The Chesterfield County Airport is located at the interchange of Route 10 and Route 288. In addition to fixed-based operations, both airports offer charter flights, air freight, maintenance, and flight instruction.

Scheduled air carrier services for the Tri-Cities area are generally provided by Richmond International Airport located in Henrico County, approximately 45 minutes northeast of the City via Interstate 95 and Interstate 64. Richmond International Airport is served by several major airlines with numerous flights scheduled daily and world-wide connections through other lines.

Urban Functional Classification System

According to the Virginia Department of Transportation, functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Functional classification defines how roadways work together by defining the role that any particular road or street should play in serving the flow of trips through a highway network

Functional classification began with the passage of the Federal Aid Act of 1921. It established a federal aid primary system and, more importantly, the foundation for a

system of national defense roads, later known as the national interstate system. This hierarchical system is important because it continues to play a role in roadway funding.

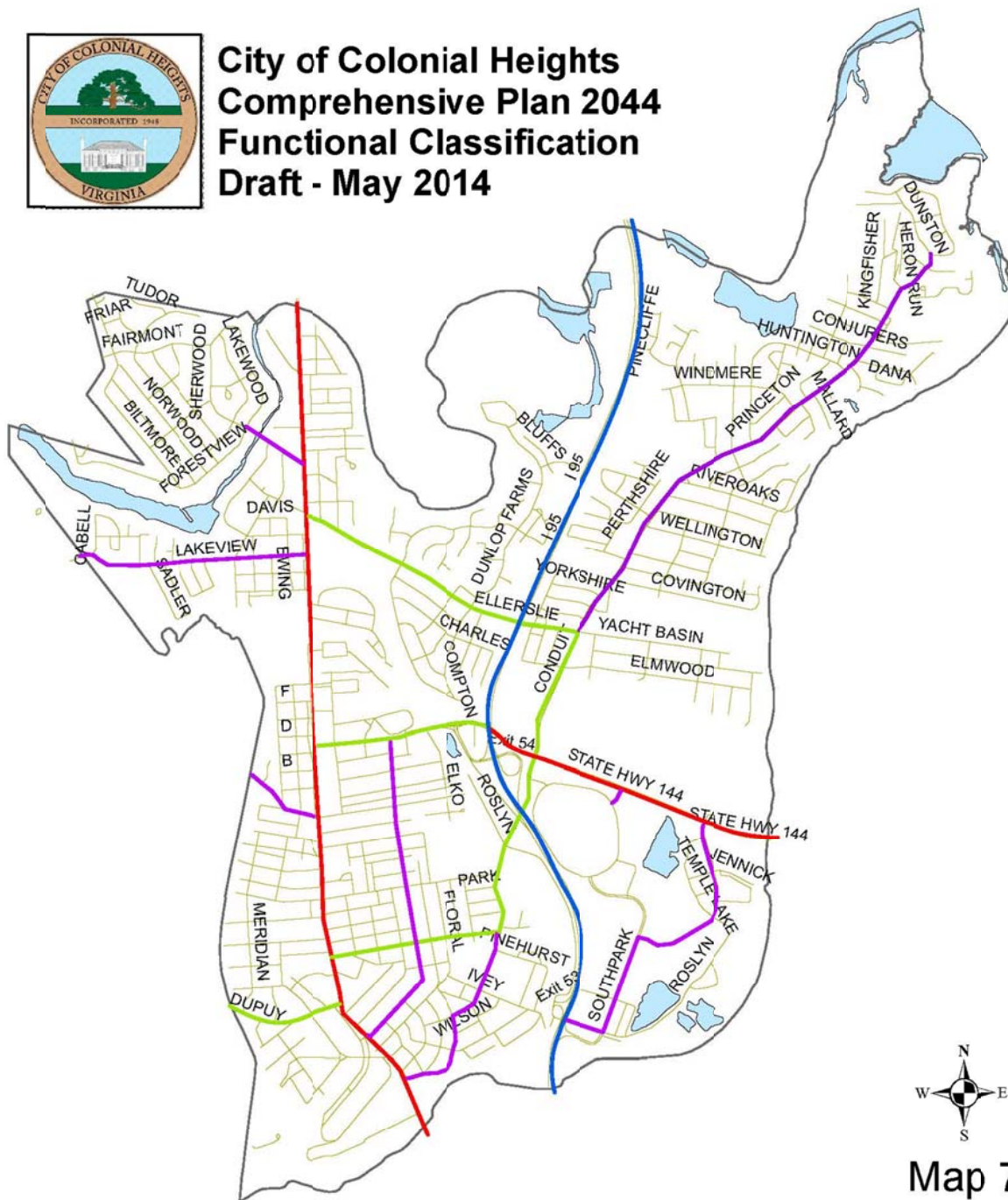
There are five categories of roadways in the City: interstates/freeways, principal arterial road. Map 7 identifies the different hierarchy of streets in the City and their descriptions are as follows:

Interstates/Freeways

- Grade separated intersections and limited access roadways designed to carry major through and commuter traffic.
- Constructed with four to six moving lanes with a median.



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Map 7

- | | |
|---|---|
| — Urban Interstate | — Urban Collector |
| — Urban Other Principal Arterial | — Urban Local |
| — Urban Minor Arterial | |

Urban principal arterial

- Serves the major centers of activity of a metropolitan area
- Highest traffic volume corridors
- Roads serving long trips
- Carry a high proportion of the total urban area travel on a minimum of mileage
- Carry significant amounts of intra-area travel

Urban minor arterial

- Interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterials
- Includes all arterials not classified as a principal, contains facilities that place more emphasis on land access, and offers a lower level of traffic mobility

Urban collector

- Provides land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas
- Distributes trips from the arterials through these areas to their ultimate destination
- Collects traffic from local streets and channels to the arterial system

Urban local

- All facilities not on one of the higher systems
- Serves primarily as direct access to abutting land
- Serves as access to the higher order systems
- Through traffic movement is deliberately discouraged

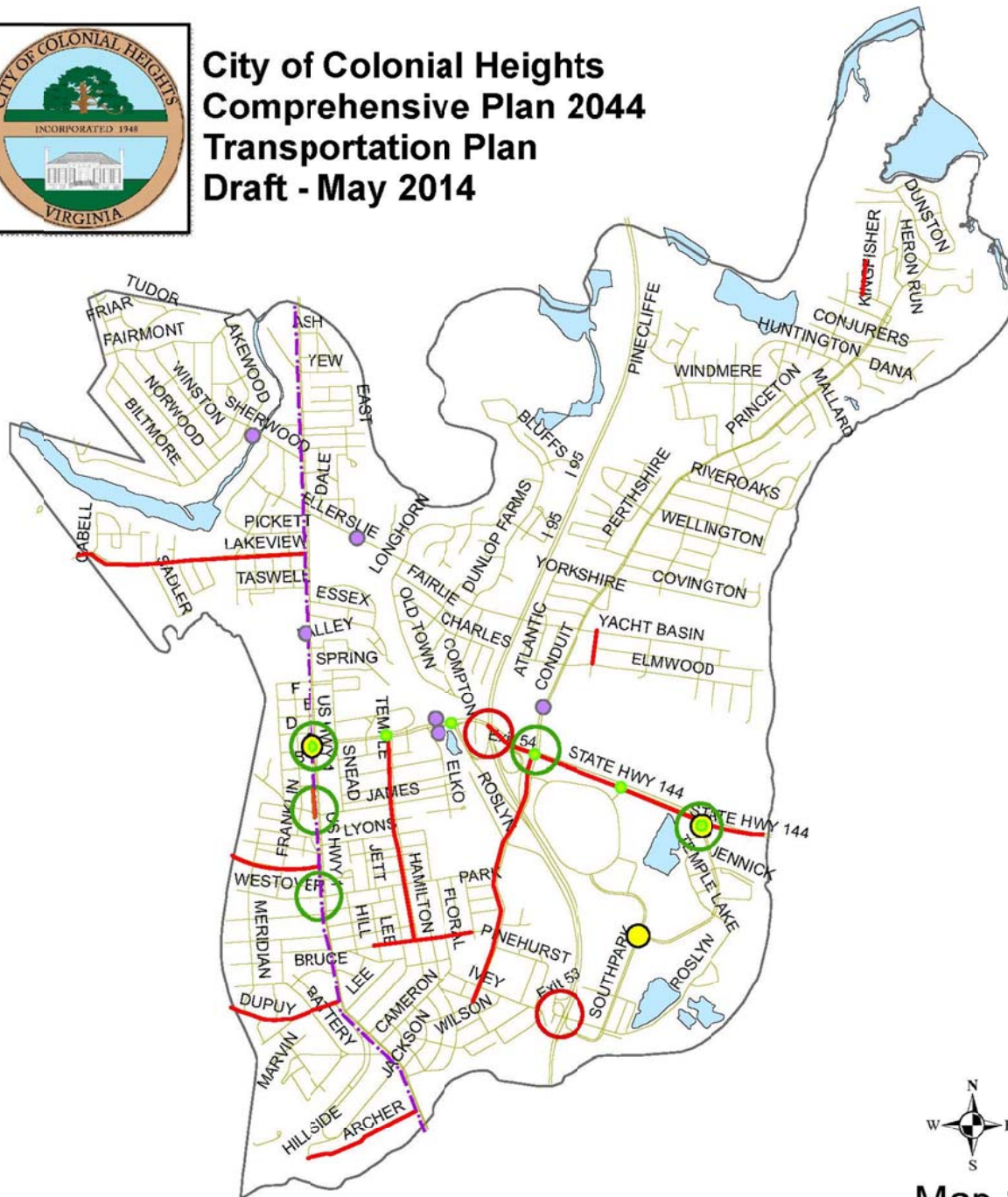
Transportation Plan

The following represent those projects that have been identified by the Metropolitan Area Organization *2035 Transportation Plan*, Virginia Department of Transportation Six Year Improvement Plan, as well as those identified locally in the City's Capital Improvement Program. These projects are shown on the Transportation Plan (Map 8).

Description	Project Type	Estimated Cost
Rt. 144 Temple Avenue	Widen 4 To 6 Lanes	\$20,0490,000
Rt. 1/301 At Rt. 144 Temple Avenue	Intersection Improvement	\$925,000
Rt. 1/301 At Branders Bridge Rd. (UPC 99194)	Intersection Improvement	\$245,000
I-95 Int. @ Southpark	PE Only	\$2,000,000
Rt. 1/301 Boulevard - Government Center Streetscape Improvements	Enhancement	\$583,000
I-95 & Temple Avenue Interchange (UPC 85623)	Improvement/Realignment	\$20,0490,000
Rt. 144 Temple Avenue & Dimmock Parkway (UPC97691)	Intersection Improvement	\$500,000
Rt. 144 Temple & Conduit(UPC 98882)	Intersection Improvement	\$450,000
Rt. 144 Temple Avenue – CH (UPC 98883)	Signal Coordination	\$495,000
Rt. 1 & Rt. 144 Temple Avenue	Additional Southbound Turn Lane	\$1,214,000
Dupuy Avenue (UPC 101287)	Improvements	\$4,083,000
Dupuy Avenue (UPC 3945)	Intersection improvement	\$6,702,000
Charlotte Avenue	Improvements	\$613,000
Archer Avenue	Improvements	\$1,939,000
Lynchburg Avenue	Improvements	\$850,000
Lakeview Avenue (UPC 101288)	Improvements	\$3,314,000
Conduit Road	Improvements	\$500,500
Boulevard Streetscape	Improvements	\$500,000
Southpark & Dimmock	Add Northbound Turn Lane	\$300,000
Rt. 1 & Westover Avenue (UPC 100501)	Intersection Improvement	\$800,000
Hamilton Avenue	Improvements	\$5,060,000
Temple Avenue	Right Turn Lane	\$475,000
White Sands Court (UPC 104508)	Repair Pavement	\$166,000
Rehabilitate Bridges – various locations (UPC 105109)	Repair 6 City-Owned Bridges	\$ 650,000
Greenwood Avenue	Reconstruct	\$ 300,000
Rt. 1 Add Center Lane(UPC 52434)	Improvements	\$2,589,000
Rt. 1 Add Center Lane (UPC 90374)	Improvements	\$1,587,000



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Map 8

- Roadway Improvements Interchange Improvements ● Bridge Repairs ● New Turn Lane
- Intersection Improvements - - - Boulevard Design Guideline Improvements ● Signal Coordination
- New Sidewalk

Complete Streets

The chapter on Community Character (chapter 5) discusses the importance in urban design to help protect the small-town feel and to aid in fostering the sense of community. Street design and features associated with streets play an important role in this outcome. This is when the importance of a good transportation system goes beyond moving cars.

The concept of complete streets implies street design takes into account pedestrians, bicyclists, as well as all types of motor vehicles. It also implies that street design is more than asphalt and curbs. Complete Street design enables safe and efficient traveling for all users, including pedestrians, bicyclists and motorists of all ages and abilities.

In order to make Complete Streets the traditional approach to transportation planning must change. Planners and engineers will need to take into account the design of the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that transportation projects can, make our street network not only better and safer for drivers, pedestrians, and bicyclists, but potentially play a role in improving the quality of life for the City's residents. For example, a street designed to take into account walkability can create more social interaction among residents and generate an improved sense of community, ultimately fostering a small-town feel.

The state has recently published Multimodal System Design Guidelines. These guidelines not only deal with sidewalks, but outline effective techniques for integrating land use and economic development into street design. As mentioned numerous times throughout this plan, the City is almost completely built out, which makes it difficult to implement complete street design on every road improvement. The guideline manual has numerous examples of complete street designs within a built environment. Implementing these concepts, when possible, will improve the overall mobility and potentially promote a more enjoyable environment.

Multimodal System Design Guidelines

In October 2013 the state, through the Department of Rail and Public Transportation, adopted the *Multimodal System Design Guidelines* that deal with design of various modes of transportation. The guidelines are intended as a resource for local planners, engineers, designers, policy and decision makers, and anyone else engaged in multimodal planning throughout Virginia.

Multimodal involves a variety of transportation types that do not pertain to the city's existing transportation system, but does include the connection between people, bicycles and cars. The design guidelines have a number of policies for improvement in this relationship through a complete street approach.

Active Transportation

Safe Routes to School

Safe Routes to School (SRTS) is the name for the national movement to make it safer for children and their parents to walk and bike to and from school. The SRTS program recognizes the need for a comprehensive approach to make a school and its surrounding community safe for walking and bicycling.

The two goals of the Safe Routes to School program are to:

- Make it safer for children to walk or bike to school, and to
- Encourage more children to walk or bike to school

Safe routes to school is a federal program that is administered through the Virginia Department of Transportation. Although Safe Routes to School has existed, in some form or another since the mid-1990s, it wasn't until 2005 that Congress passed federal legislation that established a National Safe Routes to School program. The Federal Highway Administration runs this program, providing guidance and support to the states for Safe Routes to School. Grant funds are available to help schools make it safer to walk and bike to school. Funding is available for both infrastructure improvements as well as for education programs.

In 2008, the City hired a consultant to work with an advisory committee to help develop a Safe Routes to School Travel Plan. The advisory committee consisted of representatives from City staff, Colonial Heights Public Schools, students and parents.

The Colonial Heights Safe Routes to School Travel Plan addresses the needs of

- the Colonial Heights Middle School,
- Lakeview Elementary,
- North Elementary, and
- Tussing Elementary.

The High School does not qualify for funding because the Safe Routes to School program is only available to elementary and middle schools.

Planned Safe Routes To School Projects

Description	Project Type	Estimated Cost
Safe Routes To School Middle School (UPC 102836)	Add Sidewalks	\$179,000
Safe Routes To School – North Elementary School (UPC 105233)	New Sidewalks	\$250,000

Bikeways

With the City being almost completely developed, there are many challenges when trying to accommodate bicycles in the existing street system. The Crater Area Planning District Commission created a regional bikeways plan. The plan was originally adopted in 1979 and most recently updated in 2004. The 2004 plan does not identify any

existing bike paths, nor does it make any recommendations for any new paths. Since 2004, the City has created the Colonial Heights Appomattox River Trail System (CHARTS) which is bike accessible. The City is working with the Planning District Commission to update the plan.

Multi-Purpose Trail Plan

In 2008, the Colonial Heights Appomattox River Trail System (CHARTS) Committee was formed. This group envisioned a trail located along the Appomattox River from Roslyn Landing Park to Appamatuck Park, approximately two miles long. At the time of the writing of this document, two of the four phases have been completed with the other two phases well on their way to becoming a reality. The CHARTS Committee, after realizing how well received phases one and two of the CHARTS Trail were, began to think of the importance of continuing the trail concept throughout the City. Although largely conceptual, the committee, along with City staff, identified possible trail linkages throughout the City. Since the City is almost completely built out, a combination of asphalt trails that carry pedestrians and bicyclists as well as sidewalks, will make up the trail system.

Trail Plan Objectives

- Create City- wide system of bike and pedestrian pathways that connect major facilities (schools, parks, recreational facilities, and commercial shopping areas).
- Maximize opportunities for pedestrian/bicycling activities along Colonial Heights' adjacent water bodies
- Utilize abandoned RR beds to maximum extent possible for new trails.
- Utilize existing sidewalks and other pedestrian ways and create infill sidewalks to connect with existing and proposed trails
- Integrate bicycling into system to maximum extent possible

Strategies

- Create strategic plan of proposed facilities and connecting links as part of Comprehensive Plan update.
- Develop costs and establish priorities for implementing Trail Plan
- Secure public input and feedback on draft document by widely circulating drafts and seeking community comments/suggestions

Basic Plan Elements

Abandoned RR Rights of Way

- Incorporate the two North-South railroad rows located on the western edge and central portions of the City as core North-South trails. Where land is currently not publically owned, secure easements and or acquire, as necessary. These two areas are necessary to create North-South connections as shown on The Trail Plan.

New Trails-Focus on the City's water

- Create new trail linkages along the Appomattox River both north and west of The Appomattox River Greenway Trail
- Create a new trail along the northern boundary-along Tinsbury Creek from White Bank Park, through Dunlop Farms to Ellerslie Ave.
- Create a new trail from the Appomattox River along Temple Ave or Old Town Creek to west of I-95, with a sidewalk connecting link to the Boulevard.

Commercial Connections

- Insure that there is a direct sidewalk linkage system along the entire Boulevard. Select one side of the street and insure that sidewalks are installed, either as part of private redevelopment, remodeling or direct City policy.
- Create connected sidewalk linkage system along Southpark Boulevard and Charles Dimmock Parkway. Insure that sidewalks are installed, either as part of private redevelopment, remodeling or direct City policy. This should create linkages to all commercial areas, including the Southpark Mall and Opportunity Areas identified in this plan.

Sidewalks

- Strategically insure that sidewalks are installed, rebuilt and/or built to connect trail sections as shown on Map 9. Establish priorities for infill and replacements as time and resources allow. There are sidewalks in almost all the areas shown; however, there may be gaps and new connections that will need to be put in place.

Appomattox River Greenway Trail

- Use the existing trail as the standard for new trails and insure that it is adequately maintained after its completion. This trail can also be used as the connecting element to Friends of the Lower Appomattox River (FOLAR) Trail Plan for the Appomattox River over time.

Multi-Purpose Trail Plan Implementation

The CHARTS committee has reviewed and discussed the proposed plan and fully endorses the concepts. To move into implementation, there will need to be specific corridor studies carried out for each corridor to determine exact alignments, obstacles and opportunities and possible funding sources. The following priority corridors are recommended for detailed study:

1. Eastern RR Corridor and the crossing under Temple Avenue, just west of Interstate-95
2. Appomattox River Trail, north of existing trail
3. Temple Avenue trail



City of Colonial Heights Comprehensive Plan 2044 Multi-Purpose Trail Plan Draft - May 2014



Map 9

Abandoned Railroad Right-of-Way	River Stream	Park/Recreation Area
Existing/Proposed Sidewalks	Opportunity Area	School
Commercial Links	Grocery Store	Community Center
New Trails		Government Service Facility
Appomattox River Greenway Trail		

The following Transportation Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- Support the Tri-Cities Metropolitan Planning Organization and the recommendations of the Tri-Cities Area Year 2035 Transportation Plan.(EP-7)
- Incorporate Complete Streets concepts to include street trees, sidewalks, bikeways, landscaping, and lighting with all new development and redevelopment projects in the City when possible. (QL-1, QL-2, EP-3, CC-1, SD-3, SD-2, CC-3)
- Support locating bicycle facilities where possible in the form of bike lanes on City streets and accommodate bicycles in future trail construction to promote increased physical activity among residents and reduce automobile use. (EP-7, QL-2)
- Support the Safe Routes to School program not only to encourage students to bike and walk safely to school, but to have the added benefit of sidewalks and other infrastructure improvements within neighborhoods. (QL-2, QL-7)

Chapter 9. Public Facilities and Services

Public services are provided through a variety of public agencies and facilities, including the Colonial Heights Library, the Health Department, the Police Department, Fire and Emergency Medical Services, Recreation and Parks and the related facilities, Colonial Heights Public Schools, and City Hall which houses many of the general functions of City government. The quality of life in the City is directly related to the quality and accessibility of these facilities and the services they provide.

It is important that the citizens of Colonial Heights be served by convenient and accessible educational and recreational facilities. The quality and condition of all public facilities sets the image of our City and sends a message about the values placed upon the services provided. High quality, well designed, and maintained facilities are an important factor in communicating the value placed upon the citizens served.

This plan inventories the existing facilities and identifies issues and a challenge facing each department as it strives to provide high-quality services to the citizens of Colonial Heights.

Library

The Colonial Heights Public Library provides a wide range of library services to the community. The library's collections include traditional books and magazines, a large audio book and DVD/Blu-Ray collection and an e-Library, along with a public computer center and wireless network. The library also offers meeting rooms and year round children's programs.

The library's public computer center is open during regular library hours and provides the following services:

- Computers checkout
- Access to Internet access (high-speed cable connection)
- Access to Microsoft Office applications
- Walk-in service
- No time limits and
- Nominal printing costs

The Library is located at the corner of Conduit Road and Yacht Basin Drive.

Health Department

The Colonial Heights Health Department strives "To protect, preserve and promote optimum health for the community through excellence in public health service." The department provides a variety of services to meet this objective.

Services include:

- Restaurant inspections and food safety training
- Rabies prevention
- Communicable disease investigations
- Lab work, including lead screening
- Services related to women's health
- Immunizations

The Health Department is located on Highland Avenue behind City Hall.

Police Department

The Colonial Heights Police Department provides a safe environment for all citizens by enforcing all laws fairly and impartially, maintaining a high, visible police presence throughout the community, and deterring criminal activity. The Department is accredited by the Virginia Law Enforcement Professional Standards Commission since 2013.

The Colonial Heights Police Department is organizationally structured into two bureaus - Operations and Law Enforcement Services.

The Operations Bureau consists of the following divisions:

- Uniform Patrol
- Canine Units
- Major Accident Investigation Team
- Crime Scene Technicians
- Special Operations
- Sentinel Program
- Auxiliary Police
- Animal Control

The Law Enforcement Services has the primary task of providing support to all officers and the command staff of the Colonial Heights Police Department. The bureau is responsible for the criminal investigations division, training, maintenance, crime prevention, public speaking, the Police Citizens Academy, special events, the Sentinel Program, purchasing of equipment, property, and evidence, and buildings and grounds. The bureau is also responsible for inspections, research and development, grants, records, and special projects.

The Investigations Division of the Colonial Heights Police Department has the primary responsibility in the investigation of serious or serial crimes. Crimes commonly assigned to the division include rape, robbery, homicide, burglary, sex offenses, missing persons, and fraud related incidents. They routinely works with local, state and federal agencies to investigate crimes occurring in Colonial Heights and the region.

The Police Department is located in the Public Safety Building on the corner of Highland Avenue and the Boulevard.

Fire and EMS

The City of Colonial Heights Fire and EMS (Emergency Medical Services) Department provides fire suppression and prevention services and promotes fire safety and related services. The department also provides emergency medical and rescue services for residents, workers, and visitors to the City.

The Fire Department consists of six divisions:

- Administration
- Operations
- Prevention
- Emergency Communications
- Training
- Emergency Management

Fire Administration is located in the Public Safety Building on the corner of Highland Avenue and the Boulevard. Fire Station #1 is located on James Avenue adjacent to the Public Safety Building and Fire Station #2 is located on Dunlop Boulevard.

Sheriff's Department

The City of Colonial Heights Sheriff is a Constitutional Officer of the Commonwealth elected by City voters every four years.

The primary functions of the Sheriff's Office are:

- Providing courthouse and courtroom security
- Serving court orders from all three courts and subpoenas from outside jurisdictions
- Making arrests at the courthouse on outstanding warrants
- Providing custody, control, and transportation of prisoners or inmates entrusted to the Sheriff's custody or that have been arrested by the Colonial Heights Police Department

The Sheriff and his deputies are sworn law enforcement officers able to enforce state traffic code and effecting criminal arrests. Deputy Sheriffs routinely provide assistance to the Colonial Heights Police Department by providing additional personnel during major incidents, inclement weather, or when additional personnel can help expedite a successful resolution while protecting lives and property.

The Sheriff's Department is located in the Colonial Heights Courthouse located on the 500 block of the Boulevard.

Recreation and Parks

The City of Colonial Heights Department of Recreation and Parks strives to provide, develop, and maintain an array of parks, facilities, services, and recreational opportunities for all citizens to improve the overall quality of life for the community. The department provides a wide range of quality recreation and parks services through public awareness, utilization of resources, and responsiveness to the community.

The department is organizationally structured into six operational divisions:

- Buildings & Grounds
- Horticulture
- Parks
- Community Center (includes the Senior and Teen Centers)
- Recreation
- Violet Bank Museum

The Parks Division is responsible for managing more than 75 acres of park land within the City's nine parks. It is also responsible for upkeep of all recreation facilities, including all eleven ball fields (including Shepherd Stadium), nine tennis courts, and the Soccer Complex, as well as the City's buildings and grounds and Horticulture operations.

Parks

- White Bank Park
- Floral Avenue Park
- Edinborough Park
- Flora Hill Park
- Appamatuck Park
- Fort Clifton Park
- Lakeview Park
- Roslyn Landing Park
- Wakefield Park

Facilities

- Shepherd Stadium
- Community Center
- Teen Center
- Senior Center
- Violet Bank Museum
- Soccer Complex
- Skate Park
- Baseball/Softball Fields
- Tennis Courts
- Outdoor Basketball Courts

These City Parks and Facilities are located throughout the city and are depicted on the Facilities Map (Map 10).

Violet Bank Museum

Violet Bank was one of the first houses in the Riverview Subdivision purchased in 1919. In 1948, it was sold to American Legion Post 284. It served as Post 284's Headquarters until 1959, when it was acquired by the City of Colonial Heights. At first, the building served as the Chamber of Commerce, and then as Colonial Heights' first public library. Violet Bank is still owned and operated by the City of Colonial Heights, and is now a historic house museum and part of the Recreation & Parks Department.

Colonial Heights Public Schools

Colonial Heights has three public elementary schools: Tussing Elementary School, Lakeview Elementary School, and North Elementary School. Colonial Heights Middle School serves the entire City. The City also has a high school (Colonial Heights High School) and accompanying Vocational Center. All schools are accredited by the Virginia Board of Education and by the Southern Association of Colleges and Schools. The school division achieved District Accreditation under AdvancED.

The School Board for the City of Colonial Heights is a five-member board elected to serve four-year terms of office. The Colonial Heights City School Board derives its authority from the Constitution of Virginia, the Code of Virginia, the City Charter, and the regulations of the State Board of Education.

Colonial Heights Vocational School

The technical center, serving grades nine through twelve, opened in 1980-81 and teaches the following vocational capabilities: Child Care, Culinary Arts, Information and Communications Technology, Marketing Education, Manufacturing Technology, Auto Mechanics, Business, and Building Trades.

Colonial Heights Vocational School Recreation Amenities include:

- Multi-purpose fields (8)
- Skate Park
- Picnic Tables
- Concession

Colonial Heights Middle School

Colonial Heights Middle School, located at 500 Conduit Road, is the sole middle school serving the community. The building serves a sixth, seventh and eighth grade population averaging around 700 students.

Colonial Height Middle School Amenities include:

- Gymnasium
- Baseball/Softball Field
- Tennis Courts
- Basketball Court
- Additional Playing Fields

Colonial Heights High School

Colonial Heights High School was established in 1957 at the site of the present Colonial Heights Middle School. In 1964 upon completion of the current building, it moved to its present location at 3600 Conduit Road. The high school is accredited by the State Board of Education and the Southern Association of Colleges and Schools and is a member in good standing of the Virginia High School League. In 1991, the school received recognition by the State of Virginia as a nominee for the National Secondary School Recognition Program for "Outstanding Secondary Schools". The school is for ninth through twelfth grade students and averages around 850 students.

Colonial Heights High School Recreation Amenities include:

- Football/Track Stadium (Off-Site)
- Gymnasium
- Baseball Fields (2)
- Tennis Courts
- Basketball Courts
- Multi-Purpose Field

Lakeview Elementary School

Lakeview Elementary School, located at 401 Taswell Avenue, serves students kindergarten through fifth grade and averages 375 students. It is accredited by the Southern Association of Colleges and Schools and the Commonwealth of Virginia. Lakeview was chosen as one of the Top Twelve Schools in Virginia in 1989, and in 1994 was recognized and received the Commonwealth of Virginia Excellence In Education Award. More recently in 2000, Lakeview's Character Education Program, Heroes Everywhere, was identified as one of the best in Virginia.

Lakeview Elementary School Recreation Amenities include:

- Gymnasium
- Playground

North Elementary School

North Elementary, located at 3201 Dale Avenue, serves an average of 325 students in grades kindergarten through five. North Elementary has been fully accredited by the Southern Association of Colleges and Schools since 1976.

North Elementary School Recreation Amenities include:

- Court for Basketball or Other Sports
- Playground
- Gymnasium

Tussing Elementary School

Tussing Elementary School, located at 5501 Conduit Road, opened its doors in August of 1975 and has an average enrollment of 600 students.. The school is accredited by the Commonwealth of Virginia and by the Southern Association of Colleges and Schools. In 1986, Tussing Elementary School was recognized by the Commonwealth of Virginia as one of the twelve schools in the state in the United States Department of Education's Elementary School Recognition Program. Tussing Elementary School serves grades kindergarten through five.

Tussing Elementary School Recreation Amenities include:

- Gymnasium
- Softball Field
- Soccer Field
- Basketball Courts (2)
- Playground

The following Public Facilities and Service Policies correspond to a specific goal and objective found in Chapter 2. The goal and policy number are abbreviated within the parenthesis.

- City should develop a city-wide customer service policy. (SD-7, QL-6)
- Utilize grants and foundations to assist funding of infrastructure maintenance and improvements. (EP-7, SD-7)
- Ensure that a high level of design and quality construction is maintained on all public projects within the City. When possible, follow Leadership in Energy and Environmental Design (LEED) certification standards. (SD-3, SD-7)
- Maintain and fully utilize all existing recreation and parks facilities before creating any new parks, centers or stadiums. (CC-5)
- Construct a new community center or expand the uses within the existing center to include a fitness center. (QL-2)
- Construct a state-of-the-art stadium to accommodate a variety of sports at the Vo-Tech Site as recommended by the joint Comprehensive Recreation, Parks & Schools Athletic Facilities Plan. (CC-5)
- Create a sponsorship program for all park facilities that provides advertisements in exchange for funds to help maintain parks and park facilities. (CC-5)
- Create a sports tourism taskforce to create a program that will attract sports tournaments and other sporting events. (CC-5)
- Create community gardens to promote a sense of community and access to healthy, locally grown food. (QL-2)
- Ensure the existing parks are maintained by including maintenance costs in the capital budget, grant writing, and imposing additional fees or taxes. (CC-5)
- Establish a Multipurpose Trail Plan that encircles the City and link parks and recreational use areas, schools, city services and commercial areas as shown in Multipurpose Trail Plan (Map 9) in Chapter 8, Transportation. (QL-6)
- Create workout or activity areas along the proposed trail system, specifically on the western side of the City, where the streets dead-end into the proposed trail. (CC-5)

- Link the City's trails along the river to the Appomattox Plan developed by the Crater Planning District Commission as shown on the Multipurpose Trail Plan (Map 9) located in Chapter 8 Transportation. (CC-5)
- Provide more summer activities in neighborhood parks, utilizing retirees and teenagers. (CC-5)
- Include all street, park, utility and building maintenance and future new facility needs in the capital budget program. (EP-7)
- Create a Public Safety substation in the mall area that could house Police and Fire/EMS staff to ensure citywide public safety coverage and low response time. See Map 10. (QL-7)
- Increase community policing efforts and citizen participation throughout the City by ensuring all areas of the City are covered by Neighborhood Watch. (QL-7)
- Increase the City's server capacity to accommodate electronic files that will take the place of using and storing paper. (SD-7)
- Make all public facilities ADA accessible. This includes all buildings and parks. (SD-7)
- The City should continue to support Colonial Heights Public Schools to help ensure exceptional educational opportunities for City students.
- The City should develop a program in which residents can pay to have the sidewalk repaired in the right-of-way adjacent to their property.
- Residents should maintain and keep unobstructed the right-of way adjacent to their property.



Map 10

 City Administration
  Park Facility Opportunity
  Public Parks
  Violet Bank Museum

 Colonial Heights War Memorial
  Police
  Public Schools

 Courthouse
  Post Office
  Recreation and Parks Facility

 Fire/Rescue
  Public Library
  School Administration
  Public Safety Opportunity

Chapter 10. Capital Improvements

The City's Capital Improvements Program (CIP) is a plan to guide the construction, maintenance or acquisition of capital projects over a five year period. It identifies needed capital projects, estimates their costs, and sorts them by year. The program time schedule may change, depending on new information, availability of funds or unexpected circumstances.

The Capital Improvements Program is a planning tool. Each year, as the CIP is developed, the recommendations of the City's Comprehensive Plan should be considered.

Chapter 11. Implementation Schedule

An implementation schedule is a table that identifies each policy in the plan, who is responsible for implementing each policy, how much it will cost and a time frame for it to be implemented.

This schedule is still being developed, but will not affect any policy in this plan.



New Comprehensive Plan Public Hearing

The City of Colonial Heights has drafted a new Comprehensive Plan. To make sure that all City residents and property owners are aware of that action, this flyer is being sent to all properties and property owners in the City. It provides information about what the Comprehensive Plan is and is not, the process used to develop it, where the Plan can be viewed and the upcoming public hearing by the City Planning Commission.

Please take notice that the Planning Commission of the City of Colonial Heights, Virginia, will hold a public hearing on the City's new proposed Comprehensive Plan on Tuesday, June 3, 2014, at 7:00 p.m. in City Council Chambers, first floor of City Hall, 201 James Avenue. As drafted, the proposed Comprehensive Plan (also called the "Master Plan") will guide the City's general development for the next thirty years. The proposed Comprehensive Plan would replace the current Comprehensive Plan, which was adopted in 1997. The draft Plan is a complete revision of the current Plan; and it consists of the following 11 Chapters: (1) Introduction and History; (2) Vision, Goals and Objectives; (3) Land Use; (4) Neighborhoods and Housing; (5) Community Character and Design; (6) Economic Development; (7) Environment; (8) Transportation Plan; (9) Public Facilities and Services; (10) Capital Improvements; and (11) Implementation Schedule. The draft Plan also has 17 Exhibits and 10 Maps. Any citizen wishing to comment on the draft Comprehensive Plan is encouraged to speak before the Planning Commission during the June 3 public hearing.

The draft of the Comprehensive Plan is located on the City's Webpage at (www.colonialheightsva.gov/planning). Computers are available at no cost to citizens at the City Library Computer Center and in the lobby of City Hall.

Hardcopies are available for review at the Library (1000 Yacht Basin Drive), the Senior Center (157 Roanoke Avenue) and the City Hall Welcome Desk (201 James Avenue).

City of Colonial Heights
Department of Planning and
Community Development
201 James Avenue
Colonial Heights, VA 23834
www.colonialheightsva.gov

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Comprehensive Plan facts and answers to your questions:

WHAT IS A COMPREHENSIVE PLAN AND WHY IS IT NECESSARY?

The Comprehensive Plan serves as a vision, or general guide, for the development and redevelopment of the City over the next thirty (30) years. The City Charter and the Code of Virginia mandate that the City prepare and adopt a comprehensive plan for the physical development of its land.

The City's current Comprehensive Plan was adopted in 1997. Since then, there have been several revisions; however, there has not been a major update.

WHAT IS THE PURPOSE OF THE PLAN?

The Plan is intended to be a guide for both public and private decision-makers and has the general purpose of producing a coordinated and harmonious development of the City which promotes the City's health, safety and general welfare.

WHAT IS THE ROLE OF THE PLANNING COMMISSION AND CITY COUNCIL?

The Planning Commission is responsible for working with staff, the Citizen Planning Committee and the community to recommend a Comprehensive Plan to the City Council after holding a required public hearing. City Council has the authority to adopt the Comprehensive Plan after its review of the Plan and holding a required public hearing.

WHAT IS THE RELATIONSHIP BETWEEN THE COMPREHENSIVE PLAN AND ZONING?

The land use categories in the Plan are generally similar to the zoning classifications contained in the City's zoning ordinance. However, the land use categories are intended to be more general than zoning classifications. The land use categories are a general guide for future zoning, but they do not require land to be rezoned. **The Comprehensive Plan is not zoning.**

WHAT HAS BEEN THE PUBLIC'S ROLE IN THE PREPARATION OF THE PLAN?

The planning process began in 2011 with the appointment of the Citizen Planning Committee by City Council to work with staff and the Planning Commission to help guide the planning process. The committee is made up of neighborhood leaders from around the City, members of the business community, and civic organizations.

Also, that same year a City-wide visioning meeting was held and a City-wide survey was conducted to gather information. Over the next three years, the Citizen Planning Committee worked with City staff, meeting on a regular basis, to create the Plan vision, goals, objectives and policies. After careful consideration, the committee put forth a Plan to the City Planning Commission. After some minor revisions, the Plan was released for public review earlier this year.

In March, the City hosted three open house workshops for residents to learn about and contribute to the Comprehensive Plan. At each open house a presentation was given on the Plan and residents were able to view Plan material and ask questions. At each meeting, attendees were encouraged to comment on the Plan. Comments received at these meetings were recorded as part of the public record and shared with the Planning Commission.

For more information, please contact Jamie Sherry, with the City of Colonial Heights Planning Department at (804) 520-9382 or sherryj@colonialheightsva.gov.